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Vol. CXCIX, No. 2591
OCTOBER 1, 1949

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ALICE IN POSTERLAND

Drawing by HANNA

A Tou-candid Friend

"Do you know what that is?" asked the Toucan.

"A Guinness, of course," cried Alice. "You do ask funny questions—what do you take it for?"

"Strength," replied the Toucan. "Forgive me if I appear curious."

"You can't help looking curious," said Alice kindly. "I mean *singular*," she went on hurriedly, seeing the Toucan frown. "I mean, there's nothing like a Toucan—except another Toucan, of course."

"Then I'm like Guinness," said the Toucan, mollified. "There's nothing like a Guinness except another Guinness, as the saying goes."

"Where does it go?" Alice asked.

"It goes to show," replied the bird. "It goes to show what toucan do."

G.E.1453

Volume CXCIX No. 2591

The SPHERE, London, October 1, 1949

The SPHERE

WITH WHICH IS INCORPORATED "THE GRAPHIC"

THE EMPIRE'S ILLUSTRATED WEEKLY

MR. VISHINSKY CALLS FOR A BAN ON ATOMIC WEAPONS—THE SOVIET MINISTER ADDRESSING THE UNITED NATIONS ASSEMBLY IN NEW YORK AFTER MR. TRUMAN HAD RELEASED THE NEWS OF RUSSIA'S POSSESSION OF THE SECRET OF THE ATOMIC BOMB: Mr. Vishinsky was milder in tone than usual, although attacking the Marshall Plan, which, he said, had split Europe. Mr. Vishinsky's proposals were drafted before the President revealed the news of "the bomb"

Devaluation, for over a week in the forefront of the world news, was swept from the headlines by President Truman's dramatic announcement that Russia had wrested the secret of the atom bomb. The President made known that in recent weeks devices employed for the detection of radiation had recorded an atomic explosion within the boundaries of the U.S.S.R. Russia replied through the Tass Agency that large-scale building work had lately "necessitated blasting operations with the use of the latest technical means." After President Truman had made his statement, Mr. Vishinsky began his "peace offensive" before the General Assembly of the United Nations at Flushing Meadow, New York. It was felt after Mr. Vishinsky's speech that if the Russians could show by their deeds that their proposals for pacification had more than a propaganda value, the Western Powers would not be slow in co-operating. (See also pages 3 and 4 of this issue)

Postage—Inland, 2d.; Canada, with Newfoundland, 1½d.; Elsewhere Abroad, 2½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Bombs and Formulæ.—I am glad that Russia has the atom bomb. I think it best that the load of human misery should be evenly distributed, and the protagonists of civilisation, if they must fear each other, should be equally afraid. If the intelligence services of the Western Powers are right, Russia has got the secret rather sooner than expected, and has let off a couple of satisfactory explosions. A sense of humour and of dignity (so long lacking in our democratic Governments) might have suggested the unwisdom of timing another joint appeal for atomic control on the very day on which the Russian success was released. But M. Vyshinsky was most generously co-operative, and did not laugh openly (if in his sleeve) when in U.N. Assembly of September 23 he proposed : " That the five big Powers should conclude a pact for peace and the U.N. should ban atomic weapons." But what a good idea and (save for one nasty dig at Western preparations for war) how simply expressed ! A pact for peace among the big five and no atomic warfare ! That would suit me. M. Vyshinsky suggests that it would suit Stalin. Truman and Attlee often say it would suit them. And among the rank and file of anxious, mute and inglorious peoples of civilisation, not a few would give it an O.K. by them. Our Mr. Bevin, panting vigorously behind, is sure to give this bright idea a late and solemn approval. So there is quite a measure of agreement and approval for M. Vyshinsky's bright idea. Let us have this peace pact and this atomic ban by all means. Frailer safeguards have been reduced to writing on half-sheets of paper and poor people have slept quieter in their beds after reading them. It *is* a very bright idea, if not a very new one. Let us by all means ink in the formula on the half-sheet before we resume the race for bigger and better bombs.

U.N. Assembly.—The fourth Assembly of those U.N. opened at Flushing Meadow on September 20, and there was little limelight to spare to flush the Meadow. We are all too occupied at home. We have in cynical moments come to think that the chief virtue of the U.N. (apart from its use as an expensive teacher of languages) is as a springboard from which to launch other more local assemblies to do the work it was designed to do. It has taught us by reaction the frailty of human nature, the instant evils of bad manners, the futility of verbosity, the boringness and fatuity of unwieldy conferences. It has done some good work in a quiet way, but not enough to set against the expense, the time-waste, the bitterness engendered, the long tale of major failures and hard problems shelved. And still, as at the first Assembly, the major agenda remain untouched : Austrian and Japanese peace treaties, Italian colonies, Indonesia, Palestine, Atomic Energy Commission, the Greek guerillas. How many of these items will come off the permanent agenda ? What will be the fourth harvest of the Meadow ? A new rule of procedure, a new president and officers, a proposal for a plan to be examined to change the calendar or coinage, an attack on drug smugglers ? But the Assembly is in session and we will not prejudge the present effort. It is doing its best in the circumstances. Let us adopt the optimism of M. Vyshinsky—and hope that his actions in council will justify that optimism.

Devalued.—The Chancellor, with due solemnity, announced on September 18 a historic decision, made for better or for worse as only time can show. He, " Vowing he would ne'er consent, consented "—to devalue the £ in terms of dollars to the new low-level record of $2.80 exchange rate, from the nine-year-current figure of $4.03. No half-measures for the Government, once persuaded. It is a tremendous devaluation. Its dangers are not less imponderable but real than its possible advantages. On the good side, the damaging uncertainties of the last months are removed and traders at least know where they stand and can budget once more. But whether or no our cheaper exports will instantly find readier markets in dollar countries without rigid demands for the *quid pro quo*, only experience can show. Our bread will cost us more. The cost of living goes up. And instantly in many quarters the clamour for higher wages must be heard, unless ... Unless, what ? I ventured to say in an earlier note, a change of heart is visible to all the nation in the Government's attitude to *spending*. Only if Mr. Attlee's Cabinet can convince the nation at large that they at last are convinced that a bankrupt State cannot splash the millions about as they have done for five years can they exercise that leadership, so long lacking, which can persuade the workers to accept the present level of wages and to bear the added share of austerity.

Calling Parliament. — The case for calling Parliament at once could hardly be stronger. Conservative and Liberal leaders pressed for that course on September 19, and the Premier could not but agree to consider it without delay as soon as his key colleagues were back in England. For the vital decision made by the Government, and announced on the 18th, on drastic devaluation, while removing one uncertainty has magnified a dozen more. The trader knows where he is from an accountancy point of view, but no one knows how he and the country will stand a year hence. Abroad, the new exchange-rate announcements were dribbling in while a street market of the Stock Exchange gambled in gold shares in the gutter, and some groups of workers announced their firm resolve to work to rule, despite the "new authority" of the unions won back at Bridlington. Wiser decisions may follow after calmer reflection. Drastic devaluation is not the whole story of the Washington talks ; it is but Item 1, forced on the Government and having priority release. There is more to come, and it is essential that Parliament should drag some of the programme out. As, for example, the implied conditions of America's new generosity. The Chancellor eight times vehemently denied devaluation before he devalued. Now, once more, he has decried any intention to cut down defence or social expenditure. In a few days he may deny that, too, especially if a Parliamentary probe reveals all the insincerity and futility of a Governmental economy campaign confined to "pruning administrative costs." "Three Civil Servants here or there retrenched" is like putting a pebble in a 100-ft. gap in the dykes—it is buffoonery, and the workers are quick to imitate the Government's wobble, cowardice and blindness.

An Eye on the Election.—Doubts about the dollar markets which will once more " clamour for our goods," about the golden chance which our traders must snatch, about the invulnerability of our present cost of living (save in the matter of bread), and so on. None of us share Sir Stafford's golden optimism, while admitting that pessimism would have been a poor card to play on Sunday, September 18. The trump card to play was resolute leadership, and that card is not in Attlee's pack. There is a General Election ahead and the Socialists dare not prune the circuses until the votes are cast. They cannot be singleminded in this great crisis. Their own supporters are well aware of the dilemma and are taking immediate advantage of it. A meeting of Parliament cannot lever the heads of the ostriches out of the sand, but at least it can register on paper that all the nation is not irretrievably imbecile and fatuous. And if one is not imbecile, one may see, and say clearly, that the measure of devaluation is no certain cure or arrest of the dollar drain, that higher living costs and lower standards of living are likely in the near future, that claims for higher wages are not outlawed and that nothing can save us but new leadership—that is, leadership once more. And that leadership can only be effective over the workers if it be based on the firm conviction, reckless of unpopularity, that Government expenditure, even on social benefits, must be drastically cut and that the nation has now to work as it has seldom worked in its history.

Aldershot Tattoo.—I seldom intervene in military matters, though not for the same reason as I avoid religious controversy. I keep to myself my detestation of Conscription, not indeed as a principle but, as at present organised, under difficult conditions. It might be a wonderful training for citizenship, a real creator of a virile, healthy and patriotic youth, and it is not. It is sometimes a corrupter and too often a sickener of youth. But I come out from retirement to say a word in favour of the Aldershot Tattoo for festival year. No one has forgotten the inspiration which for years that noble pageant radiated among all who saw it. It never glorified war. Always it left a note of sadness and the splendour of suffering ; if it gloried, it gloried in courage and sacrifice. A robot army of pressed men is worse than none ; so much of the policy of the present Government in the field of defence tends to make our Army robot, uninspired by local or the larger patriotism, trailing no clouds of glory. If military service is no more than a dead end, a tiresome necessity, like sticking a mass-produced screw in a hole in a mass-produced chassis for so many boring hours, the Aldershot Tattoo might do something to breathe into that service a nobler, higher ideal.

ETON'S NEW HEADMASTER—MR. ROBERT BIRLEY, WHO HAS TAKEN OVER IN SUCCESSION TO MR. C. A. ELLIOTT, WHO NOW BECOMES PROVOST OF ETON : The Michaelmas half has opened with 120 new boys and a total of 1,150 at the College. Mr. Birley was educated at Rugby and Balliol, where he gained first-class honours in history. From 1926 to 1935 he was an Assistant Master at Eton, and from 1935 to 1947 was Headmaster of Charterhouse. He was a member of the celebrated Fleming Committee on the English Public Schools

New Fashions in Holidays.—A wonderful summer has waned and holidays for most of us are already a memory. The elderly may never see again such a summer as 1949. Austerity has shaped the new fashion. The Canterbury Tales have come back, with motor-coaches in lieu of palfreys and mules. The motor-coach is the blue-eyed boy of transport. The private car goes short and the national railways chug along with inflated fares and spasmodic crowding and emptiness. As with the nation, so with the railways, we find in effect a one-class system. I felt sorry for a prudent old lady who had paid her 1st-class fare from Inverness to Euston to ensure a quiet journey. At Aviemore a large draft of soldiers filed in and filled the corridors. They were tired of corridors at Newtonmore and swarmed in to fill every available seat in the 1st class, no one preventing them. I was sorry for the soldiers, too, but why preserve a 1st class distinction if it is meaningless ? The old lady was shamefully defrauded by the State. But back to the road and Chaucer's pilgrims. They form a cross-section of the society of the whole Empire and even of Europe. They put up for three days at a time in the bigger hotels which once despised them, and learn all the intimacies of each other's lives. The private motorists go abroad for freedom, plenty and petrol. The luxury hotels have lost their rich patrons and are in difficulties, from staff and replacement costs, and as yet the new motor-coach pilgrims have not come to the aid of seaside hotels, at least those near the big cities. Of patrons of the old world of sport, a few still dip into their capital and wrestle with the difficulties of Highland sport, and since the grouse are coming back, the demand for shootings will now increase.

Poaching Pays.—Some farmers in the South have long been concerned about the ever-increasing activity and sheer effrontery of poachers, and the Monmouth branch of the N.F.U. have even made representations. The modern poacher is not a countryman, nor does the full moon interest him. He is a townsman, a motorist, a shrewd business man. He will drive a lorry, with an arsenal of guns concealed in it, along country lanes, "looking for likely timber or copse wood" (if anyone asks him what he wants). A little timber and an axe or two in the lorry provide local colour for his yarn. Every pheasant, hare, partridge viewed at rest over the hedge (and game doesn't mind motor-cars) is potted with a ·22 or neatly bagged with a ·20 bore and put in the sack under the driver's seat. It is fairly easy in remote districts, where wild birds thrive, to get £20-worth of birds in an afternoon and, if caught, the fine is but £1 (the maximum by a law of 1830 is £2). Moreover, these marauders will get away with it (and half-a-dozen pheasants) four days out of five. The only way in which the magistrates can make the penalty effective is by impounding the weapons. My Bench's best haul was seven guns and rifles in a lorry containing seven pheasants. That *hurt* the miscreants. Of course, all the weapons were " borrowed " for the day. They were impounded none the less. But the fine has, ever since the wars, been overdue for a stiff increase. The maximum fine should be £25. There are great areas of game-holding land which have been almost bled white by motor poachers.

THE OLD STAGER

THE FOURTH SESSION OF THE UNITED NATIONS GENERAL ASSEMBLY, DESCRIBED BY ITS NEWLY-ELECTED PRESIDENT, BRIGADIER-GENERAL CARLOS P. ROMULO OF THE PHILIPPINES AS "THE PEACE ASSEMBLY": This general view of the proceedings was taken on the opening day before President Truman had revealed the news of Russia's possession of the atom bomb secret and before Mr. Vishinsky delivered his "peace offensive." The Assembly started in an atmosphere of cordiality, goodwill and, on the President's part, optimism. Brigadier-General P. Romulo defeated the candidate of the Soviet bloc, Mr. Clementis, of Czechoslovakia

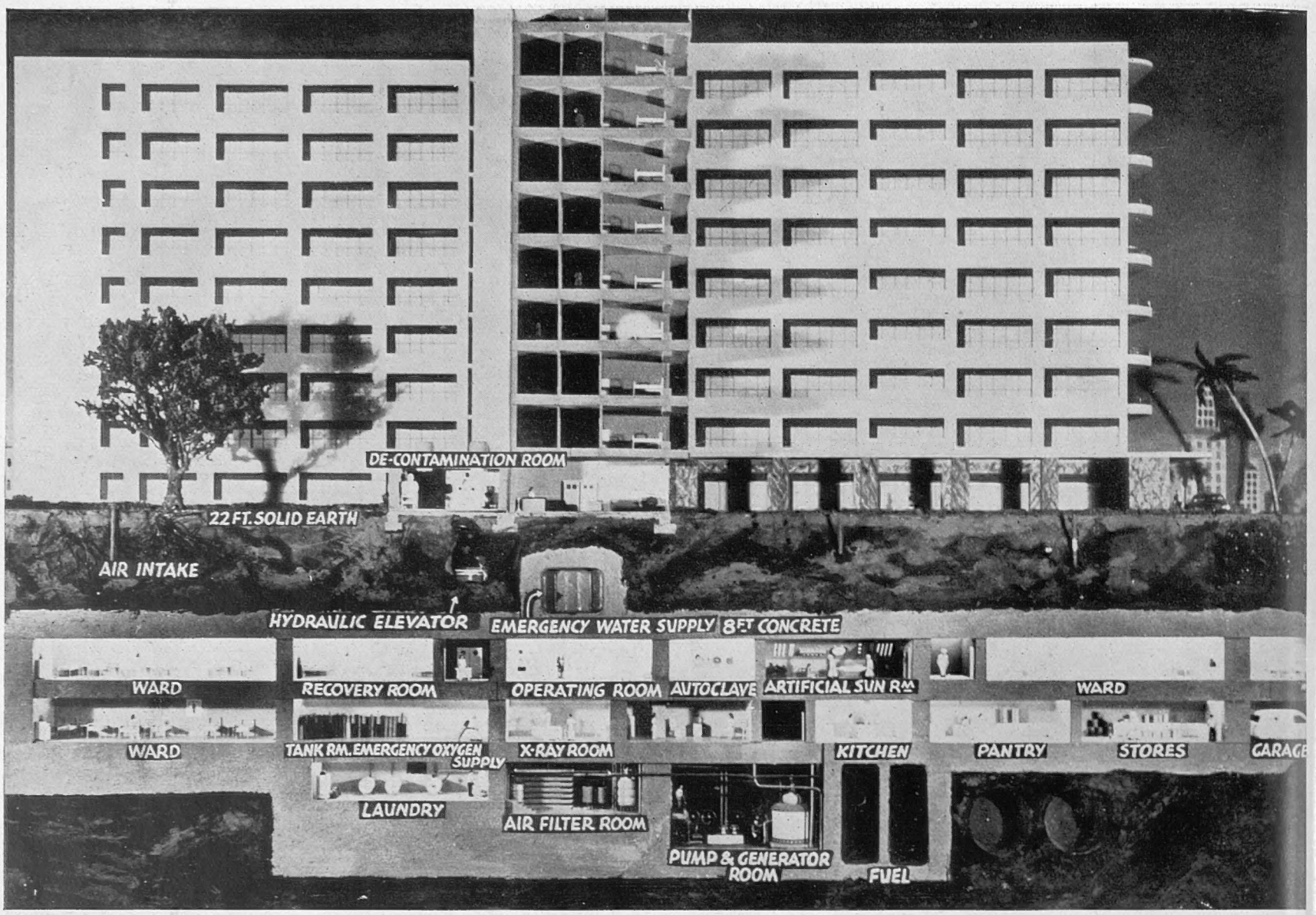
THE UNITED NATIONS "PEACE ASSEMBLY"

Some Personalities at the General Assembly at Flushing Meadow

PUTTING THEIR HEADS TOGETHER: The Foreign Ministers of France, Britain and Luxembourg—Robert Schuman, Ernest Bevin and Joseph Bech—in discussion after Mr. Truman's announcement of atom bomb developments

MRS. ROOSEVELT AT THE U.N. GENERAL ASSEMBLY: She found a new note of "good feeling and confidence" at the opening of the fourth Assembly

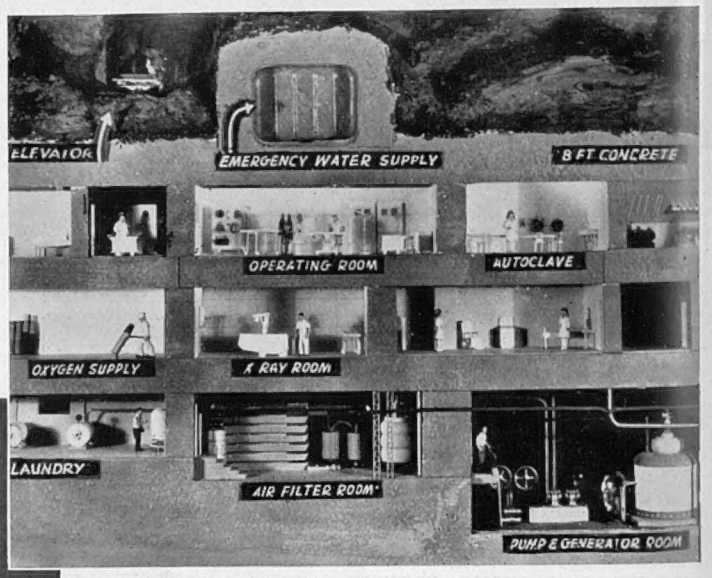
BEVIN AND VISHINSKY EXCHANGE A FRIENDLY WORD: Their attitude epitomised the better feeling with which the fourth Assembly opened at Flushing Meadow. This picture was taken after President Truman had made the announcement about the atomic explosion in Russia and before Russian Foreign Minister Vishinsky had spoken



THE WORLD'S FIRST HOSPITAL DESIGNED TO WITHSTAND ATOM-BOMB ATTACK: The hospital is to be constructed partly beneath the ground at Long Beach, California, by the trustees of the Seaside Memorial Hospital. This 8,000,000-dollar project is designed to protect 700 patients during a major atomic attack, also a full staff and an undetermined number of civilians. The announcement from the trustees of the hospital came hot on the news of a statement by a leading scientist on the Pacific Coast that in the event of an atomic bomb being exploded under water off Los Angeles the whole city would have to be evacuated. Between each floor in the underground section of the hospital there will be 8 ft. of heavily reinforced concrete, and an emergency water supply in a tank also massively surrounded by concrete. The top floor of the underground section of the hospital would be 22 ft. beneath the surface

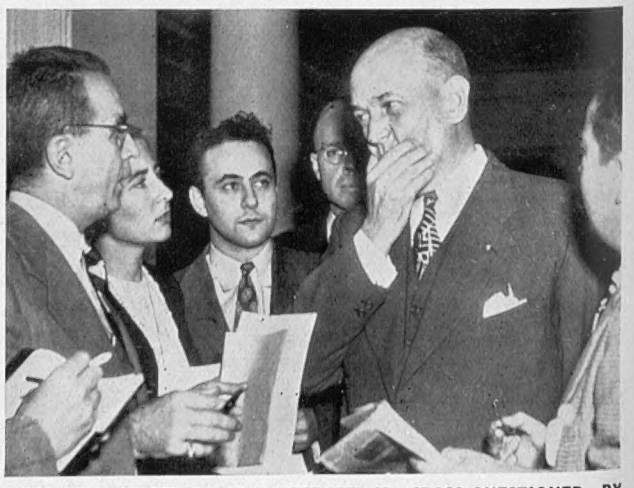
THE FIRST ATOM BOMB-PROOF HOSPITAL

Plans for the New Building at Long Beach, California



SOME UNDERGROUND SECTIONS OF THE ATOMIC HOSPITAL: This is part of the architect's model showing the operating-room, the X-ray room, the air-filter room, the emergency water supply and other features. No bomb at present known could possibly pierce these defences, and it is claimed that they would prove shock-proof and free from radiation

DISCUSSING THE FUTURE OF ATOMIC RESEARCH IN THE WEST: Some leading personalities at the Washington Conference between the representatives of the United States, Canada, and Great Britain. Left to right in the front row are—Sir Oliver Franks, British Ambassador to the United States; Mr. James Webb, American Under-Secretary of State; and Mr. C. D. Howe, Canadian Minister of Trade and Commerce. Back row—Sir Derick Hoyer Millar, of Great Britain; Mr. William Webster, representing the U.S. Minister of Defence; and Mr. Sumner Pike, of the Atomic Energy Commission



AMERICA'S SECRETARY OF DEFENCE IS CROSS-QUESTIONED BY WHITE HOUSE NEWSPAPER MEN: Mr. Johnson (hand on jaw) had just left the Cabinet meeting at which Mr. Truman had announced the news that an atom bomb had been exploded within the confines of the Soviet Union

THE FIRST CHANCELLOR OF THE FEDERAL REPUBLIC OF WEST GERMANY WITH MEMBERS OF HIS FIRST CABINET GATHERED TOGETHER IN BONN: Dr. Adenauer (third from left in foreground) and his Cabinet appeared before the Lower House on September 20, and the Chancellor then proceeded to describe his home and foreign policy in much fuller detail than had been expected. One of his first important pronouncements was the refusal of his Government to accept the Oder-Neisse line

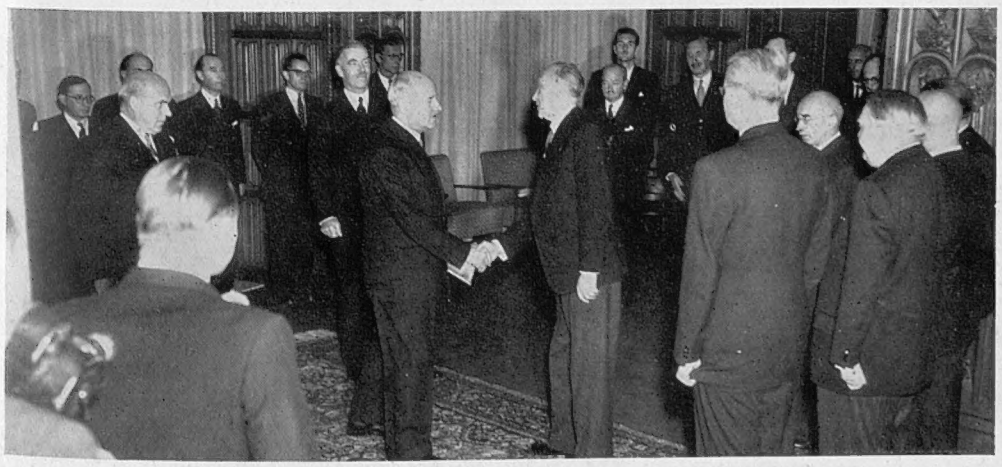
THE LOWER HOUSE IN SESSION: The new Cabinet are seen at the left of the rostrum. The first debate was of a stormy character, with the Communists frequently interrupting. One eyewitness declared that in dealing with opponents Chancellor Adenauer "proved more than redoubtable"

The Ministers of the first West German Cabinet are as follows: Front row, left to right—Anton Storch (Minister of Labour), Professor Ludwig Erhard (Minister of Economic Affairs), Dr. Konrad Adenauer (Chancellor), Franz Blucher (Vice-Chancellor and Minister for E.R.P.), Jakob Kaiser (Minister for All-German Questions), Dr. Hans Lukaschek (Minister for Refugees). Second row, left to right—Heinrich Hellwege (Minister Without Portfolio), Wilhelm Nicklas (Food and Agriculture), Eberhard Wildermuth (Housing), Dr. Thomas Dehler (Justice). Third row, left to right—Dr. Hans Schuberth (Post and Telegraph), Dr. Gustav Heinemann (Interior), Dr. Fritz Schaeffer (Finance), and Hans Christoph Seebohm (Transport). The composition of the Cabinet was completed only after a long discussion over the appointment of the Minister for Food and Agriculture, Dr. Wilhelm Nicklas. The Cabinet includes certain extreme right-wing elements.

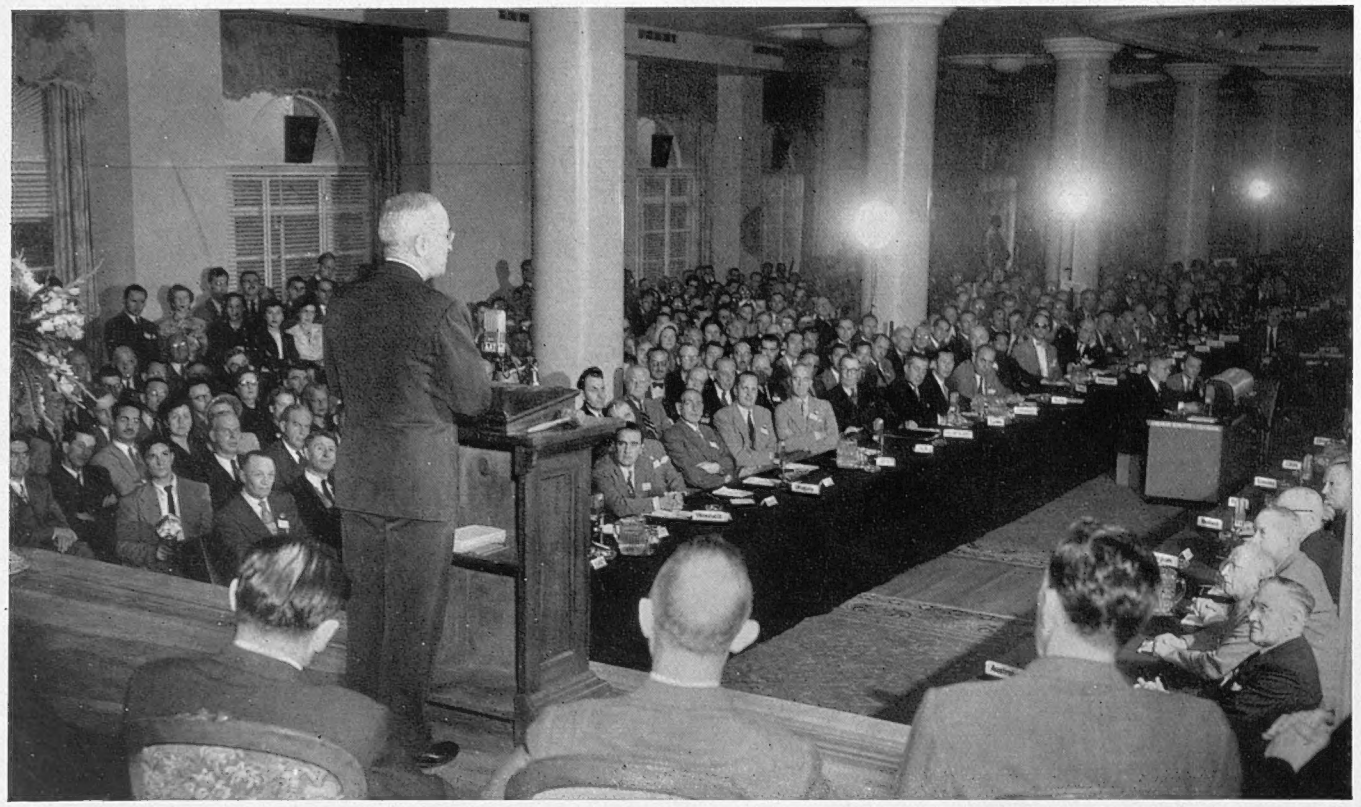
THE END OF MILITARY GOVERNMENT

A NEW ERA IN WEST GERMANY

Dr. Adenauer Forms His Cabinet



THE LAST FOUNDATION-STONE IN THE STRUCTURE OF THE NEW WEST GERMAN REPUBLIC: *Left*—Chancellor Adenauer shaking hands with M. François Poncet, the new French High Commissioner, at the Hotel Petersburg, Bonn, at a ceremony at which Military Government formally came to an end and the new High Commissioners took office. Mr. McCloy and General Robertson, the American and British High Commissioners, are standing waiting to greet the Chancellor. *Right*—General Robertson (an unfamiliar figure in civilian dress), M. François Poncet and Mr. McCloy attaching their signatures under the declaration of the laws of the High Commission. Dr. Adenauer introduced his thirteen Cabinet Members to the High Commissioners at this meeting, which passed off with the utmost cordiality



THE LAST AND STRONGEST HINT TO THE WORLD THAT DEVALUATION WAS ON THE WAY: President Truman addressing the fourth Annual Meeting of members of the International Bank for Reconstruction and Development and the International Monetary Fund at its opening session at the Shoreham Hotel, Washington. In a smiling, apparently jovial mood, the President reminded the delegates that once the world achieved a sound international trade basis "we can have a sound international monetary basis." He urged the international leaders "to do away with obstacles to trade." The pound was not mentioned, but it was generally felt that the broadest of hints were being directed at Britain

DEVALUATION AND AFTER

WHAT HAPPENED IN LONDON, WASHINGTON AND OTHER CITIES

Devaluation, described by the Chancellor as an act of free will, shocked every capital in the Western world, and the repercussions were many and various, as witness the pictures on these pages. Neither statesmen nor business men really knew how to take the news, and there were so many "ifs" and "buts" about the whole question that initial confusion was inevitable. Paris reacted with indignation to the news because she declared she had not had full warning, and the veteran Socialist leader M. Blum expressed himself as profoundly shocked. Mr. Churchill, as leader of the Conservative Opposition, requested the recall of Parliament to consider the whole situation, but apparently with no vote of censure in mind. On the other hand, however, the Socialists sought a vote of confidence. In the City of London there was a gold boom, with holders of gold shares reaping a rich untaxed harvest.

INITIAL EXCITEMENT ON THE NEW YORK STOCK EXCHANGE IN THE WAKE OF THE POUND'S DEVALUATION: This was the scene on the floor of the House as business got under way in uncertain markets. It would be true to say, however, that the composure of the stock market was only slightly shaken by the devaluation of the British pound. Although the list was subjected to brisk selling at the opening, a good portion of the losses shrank later and the composite rate dipped only 0·90 point on the day's dealings

M. CAMILLE GUTT, EXECUTIVE DIRECTOR OF THE INTERNATIONAL MONETARY FUND, WITH MR. GEORGE BOLTON, UNITED KINGDOM REPRESENTATIVE ON THE FUND'S EXECUTIVE BOARD: M. Gutt (left) announced, after the news of devaluation, that Britain had sought approval for her devaluation measure, and this had readily been given by the Fund on the grounds of necessity. The Fund, in its annual report, made available on September 13, had indeed recommended devaluation to member countries unable to solve their dollar-deficiency problems by other methods

THE NEWS OF DEVALUATION BREAKS UPON A DISGRUNTLED FRANCE: *Left*—**The French Finance Minister, M. Maurice Petsche, being questioned by newspaper men after a meeting at the Elysée Palace. The French Cabinet was not aware of Britain's intention to devalue until a late hour, and, furthermore, it was unprepared, when devaluation did come, for the extent of the devaluation. It is understood that on hearing the first news the Council of Ministers made their disposition on a calculated rate of 3 dollars to the pound.** *Right*—**A busy scene of concentration on the Paris Stock Exchange when it reopened on the Tuesday following the news of devaluation**

BROADWAY'S REACTION TO DEVALUATION: The 2,150-dollar price ticket on a Singer model is replaced with a price ticket for 1,650 dollars in a motor agent's sale-room in New York

THERE WAS A HALT IN FUR DEALINGS AT THE BEAVER HALL: In common with the London Stock Exchange and the banks, Beaver Hall, headquarters of the Hudson's Bay Company, was closed on September 19, thus delaying the start of the annual fur sales. This picture was taken on September 20

THE PRIME MINISTER, THE LEADER OF THE OPPOSITION AND THE PROTAGONISTS OF DEVALUATION FORGATHER IN WESTMINSTER: *Left*—Mr. Attlee arriving in Downing Street for an emergency Cabinet Meeting in connection with the Opposition's request for the recall of Parliament. *Centre*—Mr. Winston Churchill leaving No. 10, Downing Street after seeing Sir Stafford Cripps. The leader of the Opposition was acquainted with the facts before the Chancellor made his broadcast to the nation. *Right*—Mr. Harold Wilson, President of the Board of Trade, and Sir Stafford Cripps, the Chancellor, arriving at No. 10, Downing Street for the emergency Cabinet Meeting

THE HOME SECRETARY ARRIVES AT NO. 10: Mr. Chuter Ede, summoned to the emergency Cabinet Meeting, seen taking over his brief-case from a colleague

WOULD DEVALUATION AFFECT HIS HOUSING PROGRAMME? That must have been a thought uppermost in the mind of Mr. Bevan, the Minister of Health

NOT CAUGHT OUT BY DEVALUATION: Mr. Herbert Morrison was on the Continent when Britain devalued, but by that time his holiday was drawing to an end

The TRAIL of ARSENIC in TOURAINE

The Besnard Family and a Cause Célèbre

By FERDINAND TUOHY

IF you cross the bridge at Chinon (waving to Rabelais as you go) and drive south-east, in about twenty minutes you will be at Loudon, a gently-dying little French town. Once it had 20,000 inhabitants; now the figure is nearer 5,000.

In the Wars of Religion, Loudon was one of the fortresses of Protestantism. It still stood erect at their close. So much so, that Richelieu, fearing a revival of the religious strife that had drenched France in blood for so long, ordered among other demolitions, the end of Loudon's dungeons and fortifications. But the Cardinal wasn't wasting anything. Wishing to bequeath to posterity a town of his own creation, called after him, he caused the stones of Loudon to be taken ten miles west, and built with them the walled town of Richelieu, which is well worth a visit "though slightly off the beaten track."

Ripped of its raison d'être and bold silhouette, Loudon, on the other hand, sank and sank. Until to-day—there it is! A small farming centre rather duller than most in Touraine or Poitou, an ingrowing community, hard, grasping, tight-lipped, whose members live in little closed circles even among themselves. Few outside the region ever gave Loudon a thought.

Now it is different. Everyone in France knows where Loudon is, what sort of place it is, what sort of people live there.

It all began when the Chateau de Montpensier went up in flames last October. This elegant Renaissance piece had been built by the Duc de Bourbon, Louis XI's son-in-law, in the depths of the Loudon countryside, and, finally, had passed into the ownership of a certain Auguste Massip, "an exuberant son of the Midi, an exalted one," according to the unexpansive local folk. The exalted one couldn't do anything about his chateau, which blazed suspiciously from all sides. But he and his escaped, and then M. Massip remembered something.

The Widow Besnard had been going round, saying she hoped a great misfortune might strike him, Massip, on the anniversary of her husband's death. Here it was. And why had Marie Besnard been saying such things? Because he, Auguste Massip, had reported to the police what had been told him by Mme. Pintou: that Marie Besnard's husband, Léon, said on his death-bed, "I have been poisoned by Marie." Mme. Pintou lived opposite the Besnards and the dying man had asked for her. Two doctors were satisfied that he died of uremia.

Now, with his chateau burnt down, Massip took the matter up again. He wrote directly to the Minister of Justice, in Paris, stating his suspicions, with the result that an inquiry was ordered into the death of Léon Besnard. An autopsy showed death to have been due to arsenic poisoning; and that 's how the biggest poisoning affair affecting a Frenchwoman since the Marquise de Brinvilliers, or Mme. Lafargue, was raised to the light of day.

The Widow Besnard was interrogated for eight hours. Denial, denial. This fifty-three-year-old, dark, strongly-built countrywoman gave clipped replies. Accustomed to local "consideration" on account of her relative affluence, Marie Besnard was mistress of herself. As a young woman, she may have had her attractions, but now her big brown eyes alone survive as a feature, and these are bespectacled. She looked her questioners in the face, but kept twisting her handkerchief around a thumb.

The suspect was incarcerated, and then it was that tongues were loosed. Excessively so, for people having kept quiet from various motives for so long, or only whispered.

The expert sleuths from Limoges had a difficult task, discarding and following up, but presently a startling picture took shape. All around Mme. Besnard, a tragic succession of deaths, several of them in suspicious circumstances. More—it was found that nearly all the deceased had left their property to the Besnards. Here is the list to date: (1) Firmin Antigny, first husband of the accused, died 1927. (2) Widow Lecomte, great-aunt of the Besnards, died 1938. (3) Toussaint Rivet, cakeshop owner, died July 1939. (4) Eugène Davaillaud, father of Marie, died May 1940. (5) Widow Gouin, grandmother of Léon Besnard, died September 1940. (6) Marcellin Besnard, father of Léon Besnard, died end 1940. (7) Mme. Besnard, mother of Léon Besnard, died beginning of 1941. (8) Alice Bodin, née Besnard, sister of Léon, found hanged March 1941. (9) Widow Rivet, died December 1941. (10) Pauline Lalleron, cousin of Marie Besnard, died July 1, 1945. (11) Marie Lalleron, sister of Pauline, died July 9, 1945. (12) Léon Besnard, husband of Marie, died October 1947. (13) Widow Davaillaud, Marie's mother, died January 1949.

There may be more to come. Meanwhile, the record reads: arsenic found in eleven of the thirteen remains exhumed, with results pending in two cases. Already many more persons have been poisoned than the Brinvilliers murdered. Nor is there really much resemblance—except that this cute, innocent-looking little woman and her lover operated from the same motive that is thrust forward time after time at Loudon.

There is something of the plot of *Kind Hearts and Coronets* about this trail of arsenic in Touraine. In the film, the exotic villain eliminates all relatives and in-laws standing between him and a barony. At Loudon, a sequence of deaths had the effect of putting will after will at the disposal of Léon and Marie Besnard. Houses, farms, and acres chiefly.

The opening victims left their property to relatives, who died in their turn, bequeathing to the Besnards what they had inherited, plus their own property. Nearly everything was canalised towards Léon Besnard until he died in October 1947. By then, he had accumulated property worth £15,000. All of this went to his widow, Marie, who finally received a further £5,000 worth of property through her mother's death this year. Marie was fielding long-stop, as it were. She got the lot.

The theory that holds the field (in the French way, you may say it) is that Léon and Marie Besnard worked together from 1938 to 1947, years during which the bulk of the family property was canalised. Incidentally, deaths were most frequent at the darkest period of the war—five in ten months in 1940-41.

That the alleged Besnard partnership ended when it did, is attributed to a fading woman's passion.

I need hardly say that this provincial tale gives out wafts of Zola's *La Terre*—of the Rougon-Macquart Series. The meannesses and hates, the avarice, the mouths kept closed, the fawning on the suspect, because she is a woman of property. That other modern chronicler of the *vie de province*, de Maupassant, enters with "Ady," the young German prisoner-of-war who became Marie's lover.

Alfred Dietz was captured after Normandy and worked for the Besnards from 1944 to 1946, when he was repatriated to Germany. But he soon was back in France, like so many German ex-P.O.W.s, and back with the Besnards. Naturally, the temptation has been to associate this "Boche" with the poisonings. He was at Loudon when the final four deaths occurred. But as "Ady" is at present working on a nearby farm, he must have satisfied the police.

"*Cher Ady*" (he daily receives what is called "a schoolgirl's supplication" from a cell at Poitiers) . . . "*Cher Ady*" is thought to have played a capital part in the drama, none the less. Tongues wag to the effect that, after a protracted complacence, Léon Besnard had had enough of this young man about the house, and had told his wife that she must get rid of her lover or he, Léon, would do so with his shotgun. This menace, it is thought, led to Marie putting poison in her husband's soup.

There was enough poison in Mme. Besnard's cupboard to kill the whole of Loudon several times over, since she used an insecticide, each packet of which is said to contain enough poison to kill 2,500 persons. No difficulty there. No difficulty either, apparently, with the death certificates. Six of the deceased died in the Besnard home: Widow Rivet, the Lalleron sisters, husband Léon, and Marie's old mother.

Marie Besnard had bought a life annuity for the Widow Rivet. But the Lalleron sisters are more difficult to explain. Old women of eighty-eight and eighty-three, they came to live at the Besnards after selling almost their last acre in order to exist. They died the same week and big doses of arsenic have been traced in their bodies. All that old Pauline and Virginie left was one house.

Eugene Davaillaud, Marie's father, had only half a farm to leave to his wife, but he was poisoned too. To get him out of the way, one supposes, for had his wife, Marie's mother, been poisoned first, she must have left her property—and she had some—to her husband.

The low cunning of the Rougon-Macquart is all here. And worse. Take the horror of Alice Bodin's "suicide." This sister of Léon Besnard was found suspended from a staircase. Now the body has been found to contain arsenic.

What happened there? The belief is that, Alice wasn't dying quickly enough, or she was hanged as a blind to ward off inquiry.

Alice Bodin's end supports the theory of complicity between Léon and Marie Besnard, since the latter could hardly, all alone, have manœuvred the heavy Alice into position. But there was no husband about, no Léon Besnard present, when the first poisoning, and the last poisoning, took place.

Back in 1922, Marie's first husband, Firmin Antigny, died of "inflammation of the lungs." His exhumed body has shown—arsenic. Finally, Marie's mother's death last January. The daughter alone nursed the old woman whose body was found to contain "massive" doses of arsenic.

THE WIDOW MARIE BESNARD: The woman of property from Loudon who is the central figure in a case that has spread far beyond the confines of Touraine. The police have been investigating the death of no fewer than thirteen members of the Besnard family. Enormous quantities of arsenic have been discovered in the bodies of the victims

PARIS DISCUSSES THE NEWS OF DEVALUATION: Business men outside a financial house near the Paris Bourse after hearing the announcement of the new dollar rate in relation to sterling. France followed suit after a delay of twenty-four hours, but she did not devalue as drastically as Britain. M. Queuille, the French Premier, only heard the news of Britain's devaluation a few hours before it became an accomplished fact, and this was subsequently a cause of considerable criticism of the British in French Government circles

BLUE-COAT BOYS MARCH THROUGH LONDON

The Traditional Ceremonies on St. Matthew's Day

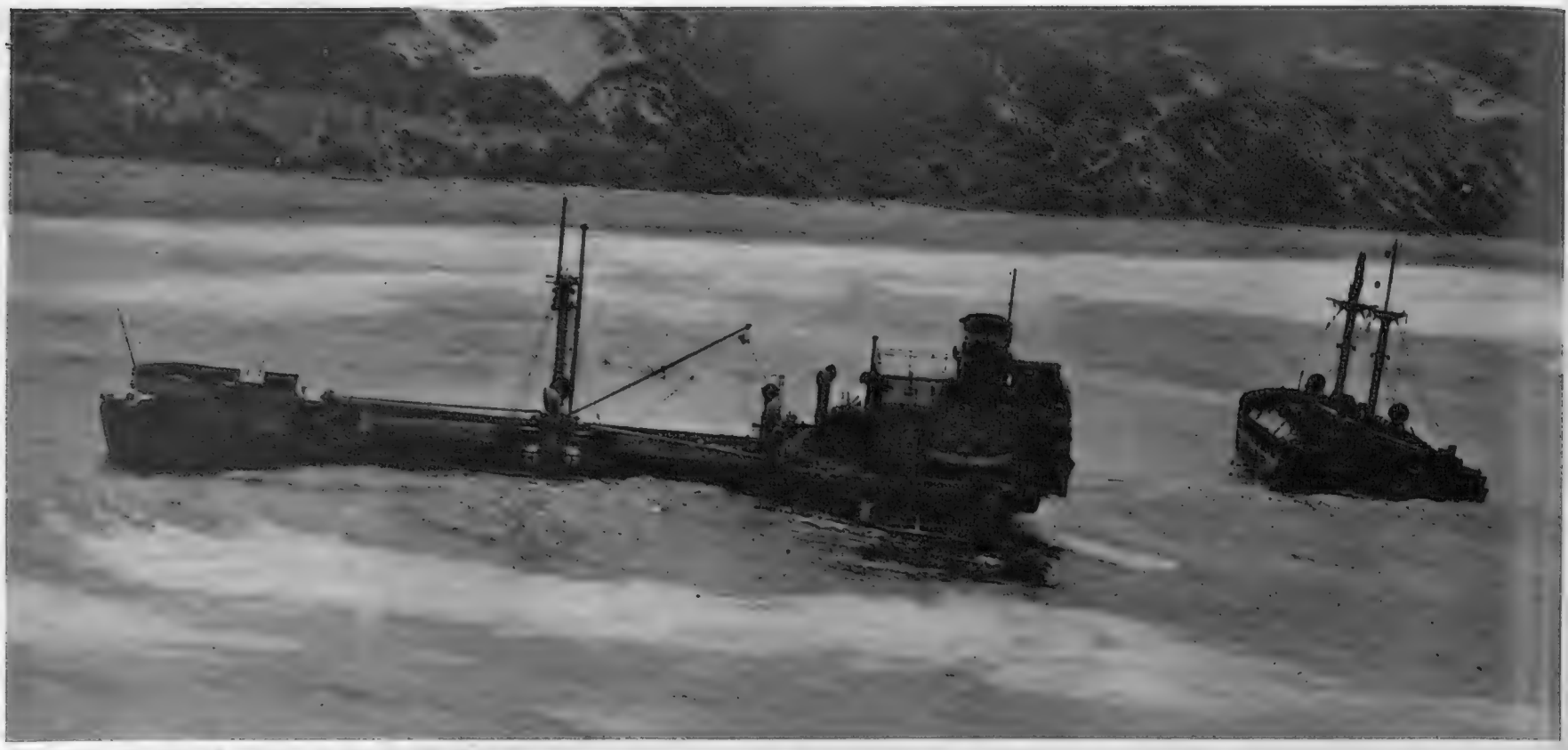
Christ's Hospital, founded in London by King Edward VI in 1552, was removed in May 1902 to the new buildings at Horsham, and there it has remained ever since, with its traditions and its customs substantially unaltered. Once every year, on St. Matthew's Day, the boys of Christ's Hospital and the girls from Christ's Hospital, Hertford, pay a visit to London. The boys march behind their band through the streets, and after the service at St. Sepulchre's, they march to the Mansion House, there to be received by the Lord Mayor of London, who distributes the gifts of money—guineas and half-guineas for the Grecians, half-crowns for the monitors, and "bobs" for the rank-and-file. In its earliest days in London the school was housed in a monastery once occupied by the Grey Friars. It was well endowed, and it took in homeless children. To-day Christ's Hospital ranks as one of the larger public schools, with over 800 boys as boarders.

LED BY THEIR BAND, THE BLUE-COAT BOYS MARCH OVER LONDON BRIDGE ON THEIR ANNUAL VISIT TO THE CITY: The band of Christ's Hospital, Horsham, en route to St. Sepulchre's Church, Holborn, where they attended a service, afterwards being greeted by the Lord Mayor at the Mansion House, where they received gifts of money. The ceremony, as usual, took place on St. Matthew's Day

THE BLUE-COAT DRUMMER-BOY: As he beat time during the march through the City he found his cravat troublesome, as it was blown up by the wind. The boys still retain the blue-coat dress of their predecessors since the time of Edward VI. They also wear yellow stockings

THE LEADER OF THE BAND DEMONSTRATES HIS SKILL: The boys of Christ's Hospital marching through London on their annual visit. Their old buildings in London, where Lamb and Coleridge were educated, were pulled down to make way for the G.P.O. and an extension of St. Bartholomew's

W. P. ROBINSON RECEIVES A NEWLY-MINTED HALF-CROWN AND A HANDSHAKE FROM SIR GEORGE AYLWIN, LORD MAYOR OF LONDON: Some of the Grecians," boys in the head form, received a guinea from the Lord Mayor and others half a guinea. The monitors each had half a crown, and the others one shilling each. Those who did not travel to London received gifts at the school on the following day



SHE BROKE IN TWO IN "THE GRAVEYARD OF THE PACIFIC": The Greek freighter "Loannis G. Kulukundis" seen off Point Arguello, near Santa Barbara, California, after going aground in a heavy fog and breaking up about 100 yards from the shore. The crew was taken off without mishap, but efforts to save the ship's very valuable cargo of 10,000 tons of wheat have, at the time of writing, been unsuccessful

Maritime News

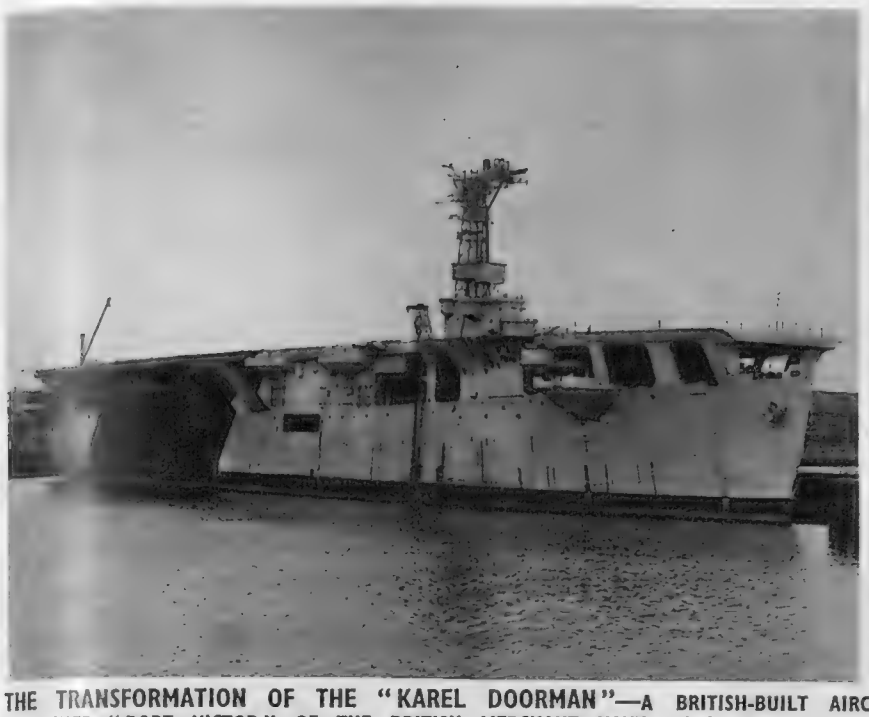
DISASTER ON THE HIGH SEAS

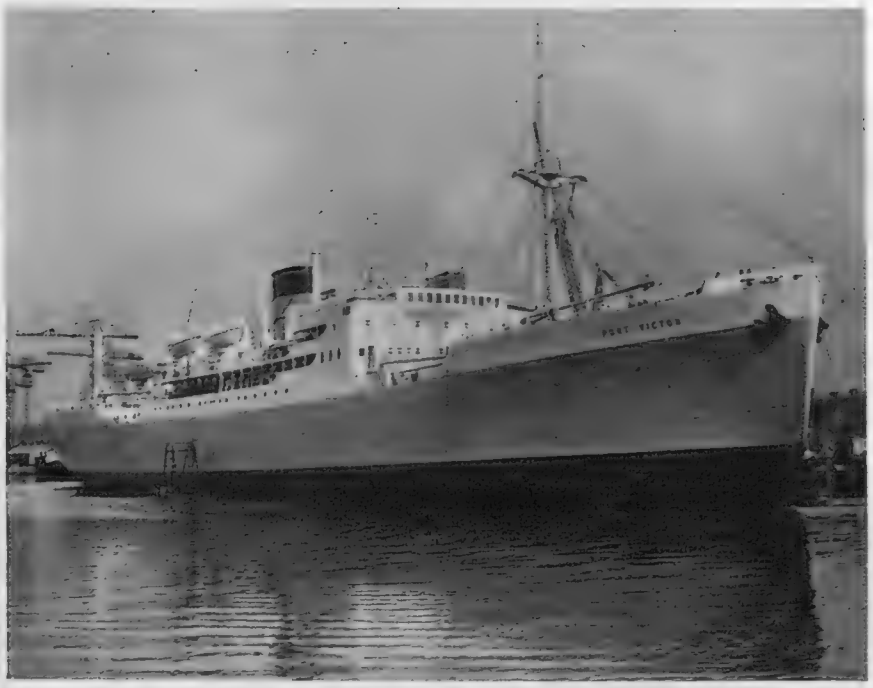
NEW TONNAGE FOR THE MERCHANT FLEETS

Below—ANOTHER CASUALTY ON THE PACIFIC COAST: The British motorship "Pacific Enterprize" seen after breaking in two about a quarter of a mile off Point Arena, California. The vessel grounded in a heavy fog during a voyage from Seattle to Los Angeles. Five passengers were brought to safety by men from the Point Arena Coastguard Station. The crew of fifty-four remained aboard until the next high tide. They abandoned ship when efforts to refloat the "Pacific Enterprize" proved unavailing

THE "PACIFIC ENTERPRIZE" AWAITS THE FIRST HIGH TIDE: The British motorship seen off Point Arena after her passengers had been taken to safety and before her crew abandoned ship. Following repeated attempts to refloat the vessel, she was left to her fate

THE LOSS OF THE S.S. "CHAKSANG": Thirteen members of the crew of the Jardine Matheson steamer "Chaksang" were reported missing after the ship had blown up and sunk in the dangerous goods anchorage off Stonecutters' Island, Hong Kong. The cause of the explosion was unknown. The ship had a crew of sixty-six, including seven Europeans, and fifty-three have been accounted for. The explosion, which was felt throughout the Colony, was followed by a fierce fire. Afterwards the vessel was seen to be resting on the bottom, her starboard side still visible. The *Chaksang* was said to have 500 tons of dangerous cargo on board. Her sailing for Korea was delayed by a typhoon warning





THE TRANSFORMATION OF THE "KAREL DOORMAN"—A BRITISH-BUILT AIRCRAFT-CARRIER OF THE ROYAL NETHERLANDS NAVY BECOMES THE MODERN CARGO-LINER "PORT VICTOR" OF THE BRITISH MERCHANT NAVY: *Left*—The "Karel Doorman" (on reverting to her British name of "Nairana") seen at Belfast in July 1948, when the task of converting her into a cargo-liner began. *Right*—The cargo-liner "Port Victor" after the conversion by Messrs. Harland and Wolff of Belfast. When this picture was taken the new merchant ship was ready to run her sea trials. As a carrier she had a standard displacement of 13,190 tons and a complement of 854 men. She was originally built by Cammell Laird and Company of Birkenhead. Her flight deck was constructed from light material

THE LAUNCH OF "GENEPESCA I"—THE FIRST OF SIX SHIPS BEING BUILT IN THE FREE TERRITORY OF TRIESTE WITH THE HELP OF MARSHALL AID FUNDS: The "Genepesca," an ocean-going fishing vessel of 1,560 tons, seen entering the waters of the Adriatic. She has been built to the order of a fishing company at Leghorn and she will fish off the Grand Banks of Newfoundland. The catch, to be sold in Austrian and German markets, will be processed in Trieste. In the background of this picture is the rusting hull of an Italian ship sunk by Allied bombing. 40 per cent. of the purchase price of the "Genepesca" has been defrayed by Marshall Aid

A Pictorial Survey of the Foreign News

THE WAY OF THE WORLD

THE TURKISH MILITARY MANŒUVRES—A PARADE OF ARMOURED STRENGTH IN THE PRESENCE OF PRESIDENT INONU AND A LARGE GROUP OF FOREIGN OBSERVERS: *Left*—**The President (standing centre, wearing cap) with General MacBride, head of the United States Military Mission, and other visitors.** *Right*—**camouflaged tanks**

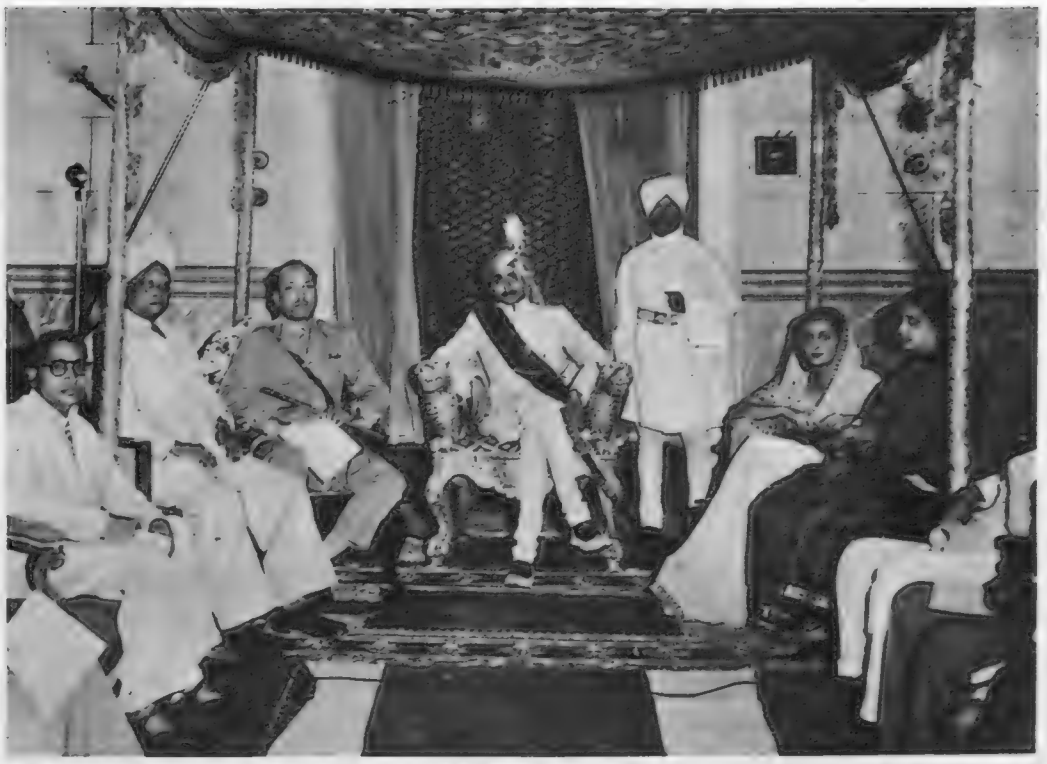
Turkey, one of the Marshall Aid countries, has received vast quantities of goods from the United States, both under E.C.A. and the terms of America's Greco-Turkish Aid Bill. Between April 1948 and March 1949 machinery, equipment and vehicles totalling 11,600,000 dollars were poured into Turkey under Marshall Aid, and the process still goes on. Under the Military Aid Bill, 80,000,000 dollars' worth of supplies are pledged to Turkey, the programme including fifteen fully-armed warships, four of them submarines, and a large number of tanks equipped with heavy-calibre guns. At the recent Turkish military review attended by President Inonu, a notable figure among the observers present was General MacBride, head of the American Military Mission to Turkey. Thanks to America, the Turkish Army, with a potential war strength of 500,000, now has a greater number of armoured and technical units than at any time in its history. Owing to scanty industrial resources only a small proportion of these units has been equipped at home. The infantry have Mauser rifles, and the artillery have 75 mm. guns

A NEIGHBOUR WATCHES THE RISE OF THE UNITED NATIONS SECRETARIAT: Mrs. James M. Rath, who is seen knitting on her balcony at No. 819, First Avenue, Manhattan, is keenly interested in the rise of the new monster building which, when this picture was taken, was within six storeys of its final height. Her husband is making a photographic record of the building's growth as a gift for their baby daughter. The American Bridge Company is erecting the building on a plot of land beside the East River presented to the United Nations by Mr. John D. Rockefeller, Jnr. The whole building should be ready by the late autumn of 1950. The massive framework contains 13,000 tons of steel

HOW PRIVATE ENTERPRISE HAS TACKLED THE HOUSING PROBLEM IN HOLLAND: These house-boats, looking like British prefabricated houses, are to be seen moored in quite large numbers on canals and waterways in the western suburbs of Amsterdam. Many people in Holland would like to build their own houses, but, except in the case of house-boats, there are a multitude of Govermental restrictions to overcome. Some of the home-made house-boats are crude in the extreme, others are quite luxurious in their accommodation

AMERICA SENDS MULES TO HELP IN THE REHABILITATION OF GREECE: After seventeen days aboard the United States freighter "Calvin Victory" these American mules were landed at the Piræus and are seen getting their land legs on the dockside. They will soon be at work helping repatriated Greek farmers to produce increasing quantities of foodstuffs. The first shipment of 960 mules was unloaded in part at the Piræus and in part at the port of Salonika. The total shipments, purchased with E.C.A. funds, will amount to 7,500 mules

THE FUNERAL OF RICHARD STRAUSS, LAST OF A GREAT LINE OF GERMAN COMPOSERS: The Bavarian Prime Minister, Dr. Hans Ehard, addressing mourners beside the catafalque before the burial service in Munich's East Cemetery. Strauss, who died at Garmisch in his eighty-sixth year, was born at Munich and educated in music from his childhood. Early on, Strauss came under the Wagnerian influence, as his tone poems "Don Juan" (1889) and "Tod und Verklärung" (1890) so clearly show. In his younger days his orchestration aroused much controversy



AN ANCIENT INDIAN STATE ACCEDES TO THE GOVERNMENT OF HYDERABAD: Raja Rameshwar Rao, ruler of the 440-year-old State of Wanaparthy, seated on his throne at the ceremony at which he handed over to Major-General Chaudhuri, Military Governor of Hyderabad, the seals of his office and the keys of the State Treasury. The ceremony took place in the Durbar Hall of the Palace of Wanaparthy. During the past year the once independent State of Hyderabad has been a satellite of the Indian Union, and it is likely that in the near future its military administration will hand over power to a properly elected Constituent Assembly. Numerous small satellite states like Wanaparthy are liable to be brought under the general administration of Hyderabad

COMPOSITION WITHOUT TEARS: Dr. Vannevar Bush (seated), of Carnegie Institute, and Dr Samuel Caldwell trying out at Cambridge, Massachusetts, the new photographic type-composing machine which, its sponsors assert with confidence, will in time render the present methods of printing obsolete and cut printing costs in half. Dr. Bush, President of the Carnegie Institute and wartime head of scientific research for the United States Government, who is director of the foundation which is financing the development of the machine, and who is a member of its technical advisory board, said at a recent demonstration that movable type was "obviously on its way out over a period of years," and that it was a reasonable speculation that printing eventually would involve no metal type at any point. The new device, which so far is only in laboratory production, is operated much as a typewriter is, and has a keyboard like that of a standard typewriter. When the keys are struck vacuum tubes, electric relays and stroboscopic lights within the machine are brought into play and letters are produced on a film, lines of characters being automatically "justified," i.e., spaced out so that margins are even

THE THREE BRITISH SOLDIERS WHO HAVE ESCAPED FROM A SOVIET PRISON AT PANKOW, IN THE EASTERN SECTOR OF BERLIN, AND HAVE BROUGHT BACK STORIES OF BRUTAL TREATMENT, INCLUDING IMMERSIONS IN COLD WATER AND KICKINGS AND BEATINGS BY RUSSIAN OFFICERS AND MEN: On the left is seen Private John Boniface, of the 1st Battalion The Queen's Royal Regiment, and on the right are Privates Sullivan and Taylor, of the 1st Battalion The Royal Norfolk Regiment. Private Sullivan has stated that he made a hole in his cell wall with a leg from the bed and broke the padlock on the door. He and Private Boniface who shared his cell, forced open the doors of two other cells, liberating Private Taylor, and an American soldier

THE BUDAPEST TRIAL—THE THREE LEADING PERSONALITIES IN THE CASE, THE MEN WHO WERE ACCUSED OF ESPIONAGE AND ATTEMPTING TO OVERTHROW THE HUNGARIAN STATE: *Left*—Mr. Laszlo Rajk, former Minister of Foreign Affairs in Hungary. *Centre*—Mr. Lazar Brankov, former Chargé d'Affaires of the Yugoslavian Legation in Budapest. *Right*—General George Pallfy. Last week, after winding up his case, the Public Prosecutor asked for the death penalty against all the accused

Laszlo Rajk, central figure in the Budapest trial, was known throughout Europe as a bold and fanatical member of the Communist inner ring. Now the world is asked to believe that all the time he was a wolf in sheep's clothing, a police spy among the Communists in the Horthy regime, an agent of the United States Intelligence Service, and, most bestial of all, an active plotter with Marshal Tito to overthrow the Hungarian Communist regime. As one critic of the trial has said: "The chief prosecutor is really Mr. Stalin, and the defendant Marshal Tito, and the real charge is really that Rajk believed that the Communist Party in Hungary should be less subservient to Moscow." For obvious reasons, however, the real prosecutor remains in the background, and the real charge is not pressed. The trial has been accompanied by the usual spate of confessions associated with such political occasions in Eastern Europe, and at the finish, when the Public Prosecutor demanded the death sentence, all the defence counsel could do was to make a plea for mercy on the grounds that full confession had been made by the accused.

BENEATH THE TWIN PEAKS OF BATION AND NELION: The Diamond Glacier on Mount Kenya, the second highest mountain on the African Continent, the summit of which is only a few miles south of the Equator. Bation and Nelion, on the left of the picture, both rise to about 17,000 ft. On the skyline on the right of this picture is Point Thomson. Mount Kenya has about fifteen glaciers

MOUNT KENYA

A JUBILEE AND A CENTENARY

Fifty Years Since it was First Scaled: A Hundred Years Since Krapf Sighted it

The year 1949 is one of importance in the history of Mount Kenya. On December 3 it will be exactly a century since the missionary Krapf reported that he had seen the great mountain and told an unbelieving world that there was snow on the Equator. Fifty years later the summit of Mount Kenya was reached for the first time by Sir Halford Mackinder, and this year consequently marks the jubilee of that event. Strangely enough, it was not until 1929 that Mount Kenya was scaled for the second time. 1949 is also an important year in the history of the mountain, because certain higher parts of it are to be officially gazetted as a National Park. The Warden of the Park, already appointed, is Major J. H. Hayward, who is also responsible for the opening up of the Aberdare Mountains National Park, another East African showplace.

The great peaks of Mount Kenya tower to over 17,000 ft., the higher of the two being given as 17,040 ft. The mountain, seamed with no fewer than fifteen glaciers, is geologically an old and deeply dissected volcano in a very advanced stage of decay. At one time it must have been at least 3,000 ft. higher than it is now. The crater itself has disappeared.

Mount Kenya's slopes, except for a break of about six miles on the north side, are clothed from an altitude of about 5,500 ft. to about 12,000 ft. with magnificent forests of cedar, camphor, yellow wood and bamboo. They rise almost imperceptibly from a tropical or semi-tropical base to the alpine region of the centre, which has an area of some 450 square miles. On the north and east is rolling, grassy plateau country.

LOOKING DOWN MACKINDER VALLEY FROM THE HEIGHTS OF MOUNT KENYA: This view, taken from Point Lenana, shows towards the left part of the north face of the main peaks. In the far distance is the Laikipia Plateau from which in 1883 Joseph Thomson saw the mountain's snow peaks and was able to confirm Krapf's amazing report, made in 1849, of the existence of snow on the Equator

THE TELEKI TARN AT THE HEAD OF THE TELEKI VALLEY BENEATH THE SUMMIT OF MOUNT KENYA: This tarn, which is under 30 ft. deep, empties into the Naro Moru River, a tributary of the Uaso Nyito, which flows into the Lorian Swamp. The tarn's resemblance to a poached egg is due to under-water weed growth. On some of the higher lakes on the slopes of Mount Kenya ice is to be found throughout the year

MOUNT KENYA VIEWED FROM THE HEAD OF THE TELEKI VALLEY : The twin peaks of Bation and Nelion seen from Mackinder's Camp at 13,500 ft. Between the two peaks, which are on the left of the massif, is the slender finger of Diamond Glacier, which reaches down from the "Gate of the Mist"—the name given to the saddle between Bation and Nelion—to Darwin Glacier. On the west face of Bation is part of Tyndall Glacier. The dark isolated peak silhouetted against the sky in the right centre of the picture is Point St. John, and to the right of it is Lewis Glacier with Point Lenana showing up behind. Hiding the greater part of Darwin Glacier in the centre of the picture is Midget Peak. Covering the lower slopes in the foreground are giant groundsel and lobelia

THE TWIN SUMMITS SEEN FROM A HEIGHT OF 12,000 FT. : To the left of the peaks is Point Piggott, and on the right is the familiar, triangular-shaped top of Point St. John. The large glacier is the Tyndall

LOOKING SOUTH-WEST DOWN LEWIS GLACIER INTO THE TELEKI VALLEY : To the left of the rough ice is what is known as the Curling Pond. The peak to the right is Point St. John, and far below flows the Naro Moru River. This is the main approach route to Mount Kenya

MAKING PLANS FOR THE RESTORATION OF NEATH ABBEY: Mr. F. H. Williams, Assistant Superintendent, making an examination of the sixteenth-century part of the structure before the start of a new phase of the Ministry of Work's plan of restoration. The work began in 1946, but it will not be finished for several years. One aspect of the task of preservation is the removal of modern additions to the Abbey which tend to obscure the outline of the original structure. The oldest part of the smoke-begrimed Abbey dates from the twelfth century. It was founded for the Cistercians in 1130 by Richard de Granville

RESTORING WELSH MONUMENTS

THE WORK AT NEATH ABBEY AND THE PLANS FOR CONWAY CASTLE

WORK IN PROGRESS ON THE CRUMBLING AND BEGRIMED WALLS OF NEATH ABBEY: Men engaged in the task of restoration. The ruins lie about a mile from the centre of Neath. Not far distant is another important Cistercian foundation, Margam Abbey, where a vast steelworks is now in process of erection

THE CRUMBLING BATTLEMENTS OF CONWAY CASTLE: The celebrated fortress which has been in the forefront of the news since October 1948, when the President of St. John's College, Oxford, voiced strong criticism of the castle's condition and called upon the Minister of Works to use his powers under the Ancient Monuments Acts to secure the proper maintenance of the castle. The extent to which the walls have become overgrown and have decayed generally has led the Ministry to make an offer of guardianship to the Conway Town Council, and to undertake the whole liability for restoration and maintenance. Conway Council's response to this offer is now being awaited

THE BLITZED AREA TO THE EAST OF ST. PAUL'S NOW SCHEDULED FOR REDEVELOPMENT : This view, taken from the tower of Bow Church, shows part of the eight-acre site which the Improvements and Town Planning Committee of the Common Council of the City of London proposes to redevelop under a compulsory Purchase Order. The area to be developed immediately is bounded on the north by Cheapside, on the west by St. Paul's, in the south by Cannon Street, and on the east by Bread Street. In preparing a plan the consultants have considered keeping open the St. Paul's view on the south and east

REDEVELOPING THE HEART OF LONDON

Preparing to Rebuild Round St. Paul's and the Great Exhibition Site

London is not lightly regarding the opportunities presented by the blitz for redevelopment. There will be no repetition of what happened in the London of the seventeenth century which rejected the bold scheming of Wren, forcing the great architect to dovetail his plans with those of the commercial interests. The City of London is, according to the report of the Town Planning Committee, hoping to redevelop in a series of seven areas, the first of which will comprise the eight acres near St. Paul's. This first unit will ensure the preservation of the best views of the Cathedral, and some of the open space cleared by bombing will be dedicated to a memorial to the events of 1940-1945. The total cost of the St. Paul's redevelopment is put at £2,700,000. Meanwhile on the South Bank almost equally important plans are going forward.

CLEARING THE SITE OF THE GREAT EXHIBITION OF 1951, A FOCAL POINT OF THE FESTIVAL OF BRITAIN : An overhead view of the exhibition site on the South Bank of the Thames looking from County Hall eastward to the Old Shot Tower and Waterloo Bridge. On the left rises the new granite embankment wall behind which will be an area of 4½ acres reclaimed from the Thames, and which will make an admirable frontage for the exhibition. There will be at least one permanent building on the exhibition site, a concert hall which will meet the needs of South London, which is not at present well endowed with amenities of this kind

THE UNITED STATES AIR FORCE'S NEWEST PLANE: The Martin XB 51, an aircraft for the support of troops, developed by the Glenn L. Martin Company and now launched on their fortieth anniversary. With its sharply swept-back wings, tandem landing gear, and three turbo-jet engines—two of them mounted on pylons on the lower sides of the fuselage—this new warplane will be easy enough to identify in the sky. Its development has been kept a closely-guarded secret, and even now no details of performance are available, beyond the fact that the speed is "high." The third turbo-jet unit, which is not seen in this picture, is mounted in the rear of the fuselage. Wings are swept back 35 degrees

The U.S. Air Force Introduces A STRANGE NEW WAR PLANE

The Jet-Engined Martin XB 51

A TANDEM UNDERCARRIAGE AND UNDERSLUNG JETS: This picture demonstrates the unusual features of the new American warplane which is still on the secret list as regards performance. The tandem undercarriage is a typical Glenn Martin feature, and it has also been employed in their experimental bomber, with six jet engines, the XB 48

THE STAND-BY OF THE POST-WAR U.S. AIR FORCE—A B 50 BOEING SUPERFORTRESS TAKING OFF FROM MARHAM AERODROME, EAST ANGLIA: The recent flight of American aircraft with the British squadrons over London, celebrating the Battle of Britain, drew public attention to the presence in England of the post-war B 50 Boeing Superfortress, latest edition of the B 29 which played a decisive role in the defeat of Japan. Similar in outward appearance to the earlier version, the B 50 is a 75 per cent. new craft in performance and maintenance. Four 3,500-h.p. Pratt-Whitney Wasp Major engines give her a top speed of 400 m.p.h., with a range of 6,000 miles carrying a 10,000-lb. bomb load, longer ranges being possible, of course, if the load is decreased. The B 50 cruises at 300 m.p.h., and has a gross weight of 120,000 lb. She has reversible pitch propellers and a steerable nose wheel. The B 50's seen over London belong to the 43rd Bomb Group of Strategic Air Command of the U.S.A.F. stationed at Marham, Lakenheath and Sculthorpe in East Anglia. The crews include many newcomers to the U.S.A.F.

THE 34TH MOTOR SHOW AT EARL'S COURT

A Special "Sphere" Four-page Section

THE HUMBER IMPERIAL SALOON : The Rootes Group introduce the Humber Imperial Saloon for 1950. It is a large and luxurious family vehicle with a smooth and powerful 6-cylinder engine and first-rate steering and braking powers

A NEW RETREAD : The Wyre-soles retread, a new method, is shown for the first time at Earl's Court

THE TRIUMPH MAYFLOWER : This new 4-cylinder Saloon of 1,247 cc. is manufactured by the Triumph Motor Company of Coventry. It has the typical knife-edge coachwork of the bigger Triumph

THE NEW ROVER 6-CYLINDER "75" : Rovers have at last given up their famous and characteristic body-work. The new streamlined body will seat six passengers in comfort. Push-button door-handles are fitted and an internal courtesy light is automatically switched on when the doors are opened

THE FORD V-8 PILOT SEVEN-TO-EIGHT-SEATER ESTATE CAR : This new model has a metal body and is for export sale only at the moment. The chassis is the famous 30-h.p. V-8 already well established on the Pilot model

The thirty-fourth International Motor Exhibition opened at Earl's Court last Wednesday. More than 500 firms are exhibiting, to make it the largest exhibition of its kind ever held. Four nations are showing their latest products of motor-cars, motor-boats, coach-building, caravans, transport services, and accessories and components of all kinds. Thirty-two British makes of motor-car are to be seen, sixteen from the United States and Canada, eight from France and three from Italy.

The Rootes Group, comprising the Humber, Hillman and Sunbeam Talbot cars, show an entirely new **Humber Imperial Saloon** for 1950. Based on the present Humber Pullman, with which it is almost identical, it has the Pullman division between the driving and rear seats eliminated, and is designed for the owner-driver who needs the accommodation of a limousine.

Tyresoles Ltd. of Wembley, experts in tyre retreading, show a novel retread called Wyresoles, in which steel coils are embedded in the rubber tread. After running 100 miles, the crowns of the coils are broken, leaving visible steel claws which grip the road.

The Triumph Motor Company of Coventry, have introduced the **Triumph Mayflower,** a 1½-litre saloon incorporating a 4-cylinder engine, independent coil springs at front, semi-elliptic springs at rear and three-speed gear-box operated by a gear-change lever on the steering column.

Rover enthusiasts will find something of great interest in the new **Rover "75."** Following modern lines in appearance and technically right up-to-date, it incorporates an improved 6-cylinder engine, giving better results with lower fuel consumption. Front suspension is of the independent variety, employing coil springs and double-acting shock dampers. The familiar radiator has disappeared, and headlamps, are built into the wings.

The **Ford Motor Company** are showing their well-known and well-tried 8-h.p. Anglia, 10-h.p. Prefect and V-8 30-h.p. Pilot models, and, new this year, a 30-h.p. V-8 in the form of a seven-to-eight-seater Estate car.

THE 34TH INTERNATIONAL MOTOR SHOW

Sketches of Some Outstanding Exhibits by John Gretton

In the top left-hand corner may be seen two solutions of the radiator problem. First the neat appearance of the **SINGER S.M. 1500**, and below the smart **VAUXHALL** model. The former is now in production in Saloon form—a 4-cylinder car with modern equipment and independent front coil suspension. The Vauxhall models, 4-cylinder Wyvern and 6-cylinder Velox, are notable as being the lowest-priced cars in their class. Similar in many details, except for engine size, the Vauxhall models are exceptional for good steering, acceleration and springing. Bottom left are two famous British Sports cars—the **3½-LITRE JAGUAR SUPER SPORTS TWO-SEATER** and the **2½-LITRE RILEY.** The Jaguar has made motoring history this year with its Silverstone victory in the Production Car Race and in covering 132·6 m.p.h. at Jabbeke, in Belgium. In addition, this Company continues to market the 2½- and 3½-litre Saloons and Drophead Coupe's.

The Riley 2½-litre three-seater Roadster is the latest of a long line of fine cars. Making little concession to ultra-modern appearances but still retaining its Riley distinctiveness, it is a very fast car, with extremely good steering, braking and springing, coupled with great acceleration.

Above these two Sports cars appear impressions of two well-known but totally dissimilar makes—the **MORRIS MINOR 8 H.P. (sketch of radiator)** and the **SUNBEAM TALBOT SALOON (centre, left page).** The Morris 8, low in nominal h.p., has a roomy saloon body, but is also sold as an open touring model. Its performance is extremely good, and it is being produced in ever-increasing numbers, mainly for export at the moment. Remarkable for success in Continental road trials, including winning the Team prize in the 1949 Alpine trial, the Sunbeam Talbot "90" is sold as a Sports Saloon and Convertible Coupé. Interesting features of this model, as on its smaller brother the "80," include a three-spoke-spring steering wheel, giving a clear

view of the instrument panel, in which all dials are mounted directly in front of the driver, adjustable driving position, floodlit locker lid for map reading, opticurve windscreen, spare wheel and tyre housed separately from luggage.

Included in the **DAIMLER (top right corner, left page)** range—the neat dashboard arrangement of which is illustrated—is not only the biggest car in the world but one of the most expensive. Other models on show are the 2½-litre six-light Saloon and Drophead Coupé and a new 2½-litre Saloon, the Consort.

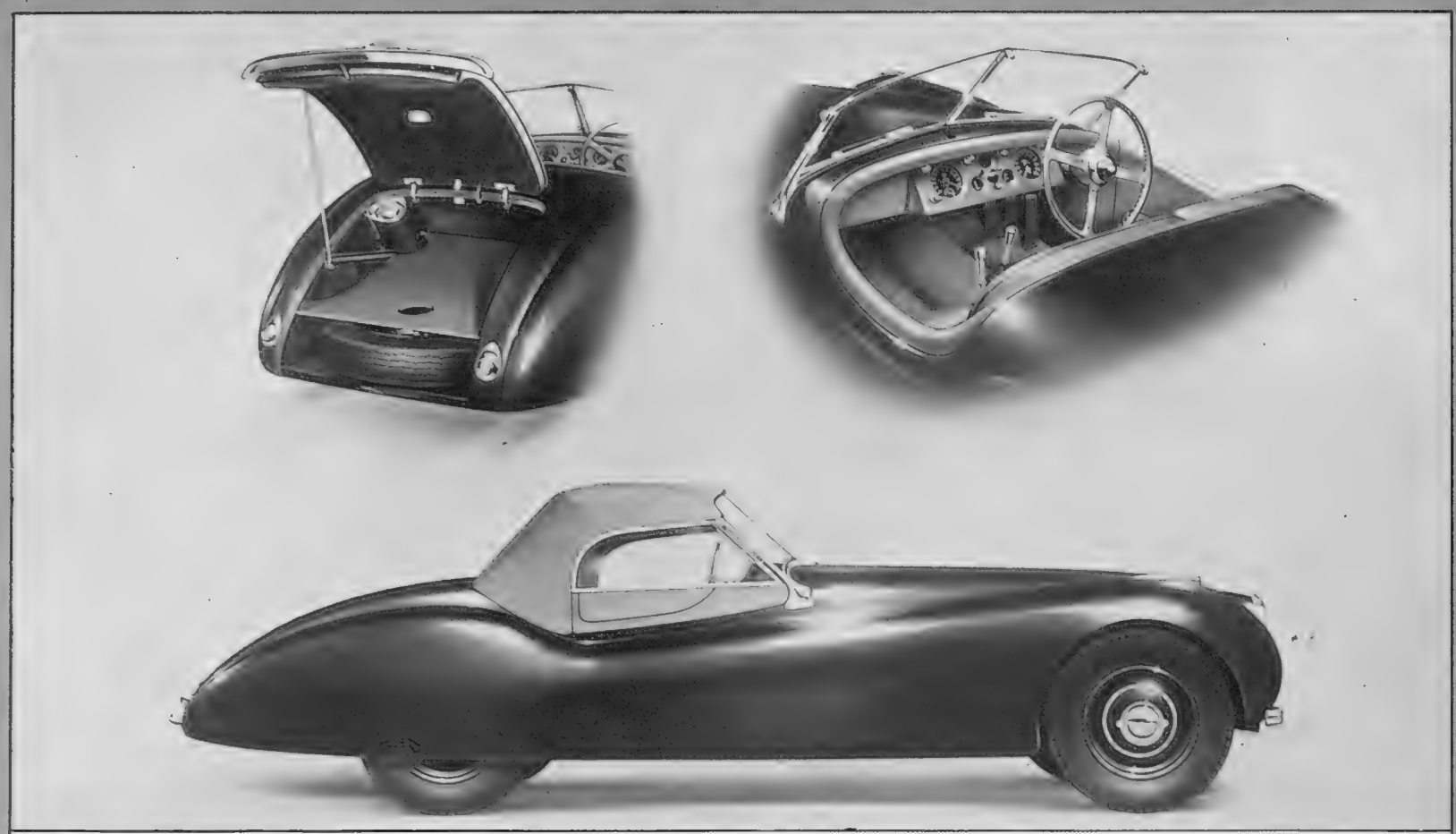
Golfers and long-distance motorists will welcome the huge luggage boot on the **BRISTOL 2-LITRE SALOON (top left corner of right-hand page),** which comes from the same factory as the famous Brabazon air-liner. The Bristol 2-litre Saloon is one of the fastest British cars, and is noted for its powers of acceleration and extremely light steering and powerful brakes. Of all motor-car radiators perhaps the one most famous and most easily recognised is that of the **ROLLS-ROYCE (centre left, right-hand page).** The Silver Wraith chassis is exhibited at Earl's Court with bodies by many famous coach-builders, including Hooper and Company, H. J. Mulliner, Park Ward, James Young, Ltd., and Freestone and Webb.

One of the entirely new post-war motor-cars is the **JOWETT JAVELIN (bottom left, right-hand page),** with its unique "flat four" engine and aero-dynamic saloon body. Slight detail improvements are noted for 1950, but the price is reduced. Not shown at Earl's Court except in chassis form is an E.R.A. Javelin Coupé, which includes the "flat four" Javelin engine suitably tuned for speed and mounted on an E.R.A. chassis.

At the top right-hand corner of the drawing is shown the **AUSTIN A 90 ATLANTIC CONVERTIBLE,** which also made motoring history when it attacked and broke the World's Stock Car Records at Indianapolis, U.S.A., this year, covering over 10,000 miles in seven days and nights' continuous driving. The 4-cylinder engine is of 2,660 cc. A special body feature is the opening and closing of the hood by push-button control.

Reference is often made nowadays to the new front springing on motor-cars, known as independent front coil suspension, and typical in general of this new method is the **HILLMAN** version **(right centre, right-hand page).** The old long-leaf spring has gone, and the coil spring, coupled with a torsion bar sway eliminator and hydraulic shock absorbers, gives the motorist a new experience in riding comfort. Each wheel moves quite independently from the other, smoothing out road shocks and eliminating a heavy front axle. This system is fitted to the Hillman Minx of 1950.

For universal, all-round use the **LAND ROVER (bottom right corner of drawing)** is unique, a truly multi-purpose vehicle. Four-wheel drive being incorporated, it can be used for the worst cross-country conditions, or as a light tractor and as a mobile power plant for driving static machinery



THE 3½-LITRE XK 120 JAGUAR SUPER SPORTS TWO-SEATER : The 2-litre version with similar appearance, but known as the type XK 100, sells at the same price of under £1,000 (£988 plus £275 3s. 11d. purchase tax). Both models are fitted with twin overhead camshaft engines of the very latest design. It was the 2-litre engine which broke the world speed record in its class at 176 m.p.h. This engine, loaned to Colonel Gardner, was a completely standard unit with the exception of modified pistons to give a higher compression ratio

THE WOLSELEY SIX-EIGHTY, 6-CYLINDER, 20-h.p. SALOON : Last year's models have been improved in details such as the finish of the instrument panel and facia. The glove-boxes on the instrument board are now fitted with doors. Rear lighting complies with overseas requirements by fitting two stop and tail lamps, and separate number-plate light. A movable arm-rest is provided. The four-speed gear-box is operated by a steering-column lever. On the Wolseley Four-Fifty, the gear-box ratios have been modified to give improved performance on the lower gears

THE 1950 STANDARD VANGUARD : The Vanguard, introduced a year ago, is already a familiar sight on British roads. Fitted with a 2,088-cc. engine, it has a roomy six-seater body and is capable of high speeds and possesses excellent road-holding characteristics

THE 34TH INTERNATIONAL MOTOR SHOW AT EARL'S COURT

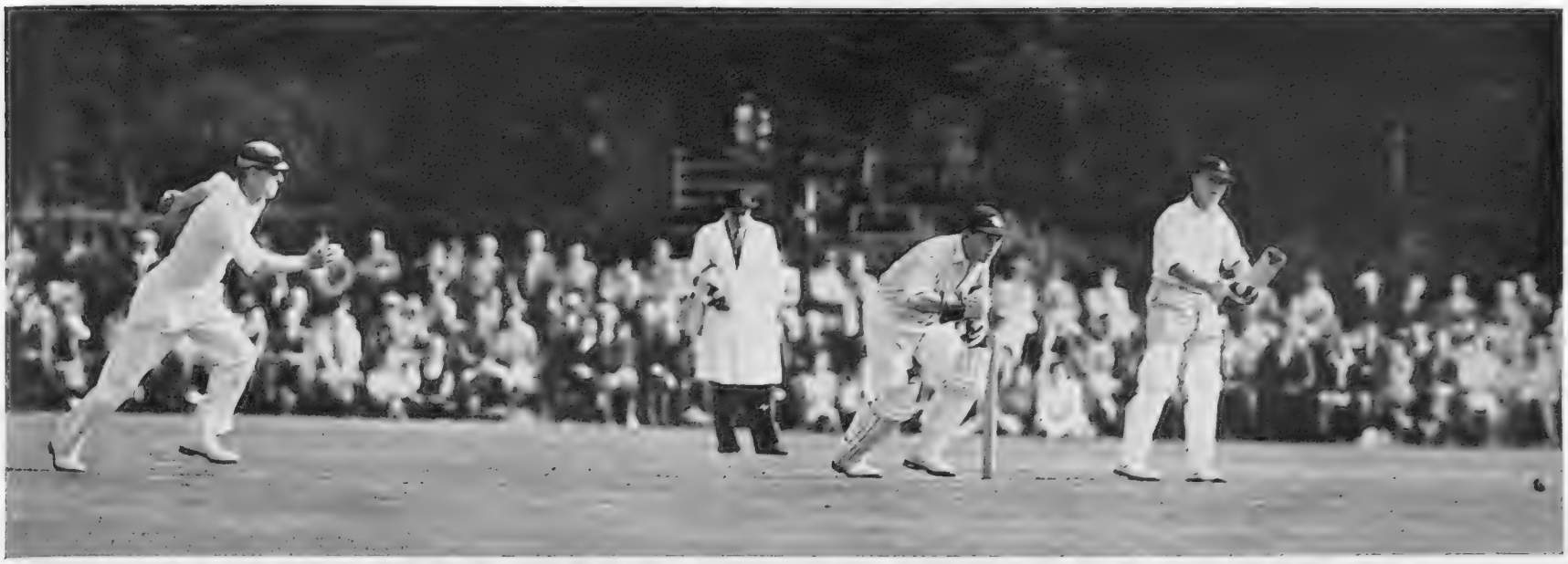
That the very handsome new **Jaguar,** illustrated at the top of this page, is not remarkable only for its appearance has already been thoroughly proved. Among the mechanical details of interest are the four-speed gear-boxes with synchromesh on second, third and top : independent front suspension by wishbones and torsion bar, and Girling hydraulic brakes.

In addition to the **Wolseley Six-Eighty,** illustrated above, a similar but smaller model is exhibited—the Wolseley Four-Fifty. Both cars combine the traditional radiator of this make, but with slight amendments to comply with modern air-flow practice. The Four-Fifty is a 4-cylinder, 13·5-h.p. model. The body details of both cars are similar, seating two people separately in front, and three at the back.

The **Standard Vanguard** has important improvements over last year's first model, including movable centre arm-rests on the front seat, gear change on the left of the steering column instead of the right, recessed lock in petrol-filler cap, provision of more leg room for rear passengers, and a new ignition advance arrangement for improved fuel economy. The Vanguard engine, also fitted to the Triumph 2-litre Saloon and Roadster, is powerful and capable of continual high speed, while braking, steering and springing are noticeably good.

Three versions of the **Alvis "14"** are being shown at Earl's Court. Two are four-light, four-door coach-built saloons, the third is a two-seater Special Sports Tourer. This is attractively finished in cream with red upholstery and red piping.

THE ALVIS "14" FOUR-LIGHT COACH-BUILT SALOON : This handsomely proportioned saloon has retained typically English lines. The absence of footwells makes for ample leg room and there is a large enclosed luggage compartment at the rear



THE DUKE SPRINTS TO INTERCEPT A BALL ON THE OFF: This picture was taken during Hampshire's innings in the one-day match held at Dean Park, Bournemouth, between the Hampshire County side and a side, including Allen, Robins, F. R. Brown and the Comptons, led by the Duke of Edinburgh. The match was played to swell Hampshire's contribution to the Silver Jubilee Appeal of the National Playing Fields Association. At the end of the day it was announced that £1,400 had been raised

THE DUKE OF EDINBURGH AS A BATSMAN: The Captain hitting out during his innings, when he started off with a straight drive for two and followed with two crisp fours past mid-off. They were hit off the front foot and travelled all along the ground. The Duke flew from Balmoral for the match and returned to Scotland the same evening

For the first time in the present century a President of the M.C.C. led his side into the field when the Duke of Edinburgh, who is also President of the National Playing Fields Association, took part in the match at Dean Park, Bournemouth. Brilliant weather marked the occasion, and a comfortably-full ground applauded some really exciting cricket. Both as batsman and bowler the Duke acquitted himself very creditably, and at the end of it all, thanks in no small measure to its President, the N.P.F.A. reaped the rich reward of £1,400.

THE DUKE LEADS HIS TEAM AGAINST HAMPSHIRE

The Royal Cricketer Contributes to a Glorious Day at Bournemouth

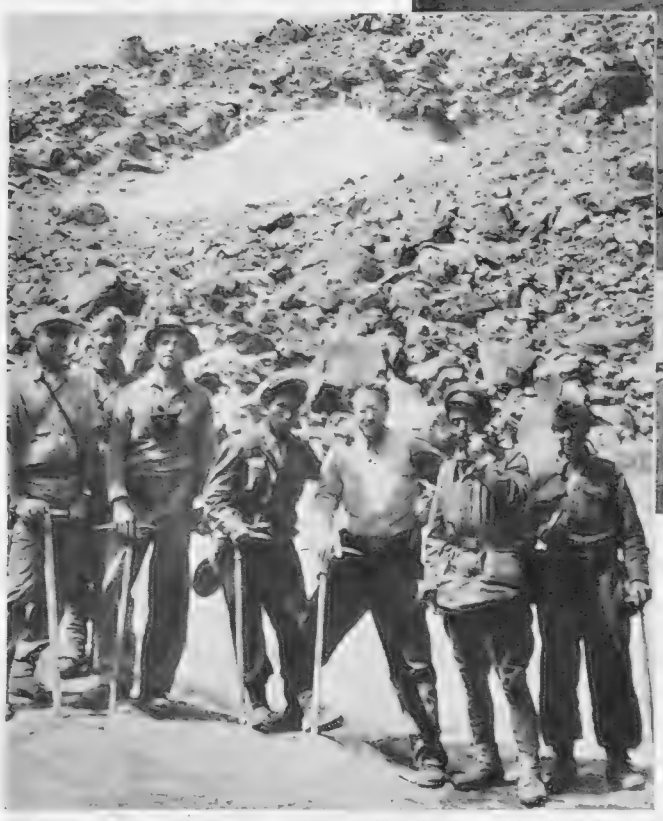
THE DUKE AS A BOWLER: Bowling right arm medium-pace deliveries he put himself on seventh, sending down nine overs in all and taking 1 wicket for 25 runs. The Duke bowled two maidens. He pitched a very fair length, and the two short legs which he placed modestly deep soon found they were in no danger and duly closed the range

THE DUKE OF EDINBURGH LEADS HIS TEAM INTO THE FIELD: Walking on to the ground with E. R. T. Holmes at the start of the match, when he put the County in. The Duke's side won in the closing minutes, Goddard coming in to join Robins when seven runs were still required

LOOKING FOR NOAH'S ARK

An American Expedition to Mount Ararat

WITH THE AMERICAN EXPEDITION ON MOUNT ARARAT, HIGHEST POINT OF THE ARMENIAN PLATEAU: Looking towards the volcanic summit of what the Persians call the "Mountain of Noah." In the foreground are the tents of members of the United States Archæological Expedition who, with thirty Turkish guides and bearers, have been seeking traces of Noah's Ark. Seasoned archæologists and biblical scholars have laughed at the idea that traces of the Ark may be found on Ararat



PROBING THE SECRETS OF ARARAT: Mr. Walter Wood (left), of Sea Cliff, Long Island, with Turkish bearers and foreign correspondents who have accompanied the expedition to Ararat, which is led by Dr. Aaron Smith, of N. Carolina

A flood which reached to a height of 10,000 ft. would be a flood indeed, and the idea that the remains of Noah's Ark might be found on the summit of Mount Ararat is one that archæologists discount in favour of the theory that a mistranslation of the Scriptures has led us into mistaking flooded desert for flooded mountain. The key word "gebel," meaning everything except the irrigated plain, is apparently the cause of misunderstanding. Undeterred by such fine points of translation, however, an American expedition has been seeking out the Ark on Ararat itself, apparently inspired by the reports of an American airman who during the war said that he saw parts of a ship from the air when flying over the Caucasus.

THE GREY GRANITE FACE OF MOUNT ARARAT: The biggest thaw for eighty years stripped the peak of its snow during the early summer, and this was how it appeared to members of the United States Expedition. After searching three sides of the mountain, during a five-day trek in September, the members of the American party returned temporarily to their base camp

THERE WAS A SHORTAGE OF WATER ON THE MOUNTAINSIDE: Turkish soldiers who accompanied the American expedition to Ararat filling their water-bottles from an almost dried-up streamlet. Owing to the great thaw at the beginning of summer the volume of water was reduced to a trickle in September. For two days the expedition subsisted on a meagre water ration

AT THE AMERICAN EXPEDITION'S BASE CAMP, THREE MILES FROM MOUNT ARARAT: On the left are Mr. E. J. Newton, of Colfax, North Carolina, and Dr. Aaron J. Smith, the leader, also from North Carolina. With them are a Turkish Army doctor, Mr. Wood, of Long Island, and Mr. Ogg, of Knoxville, Tennessee

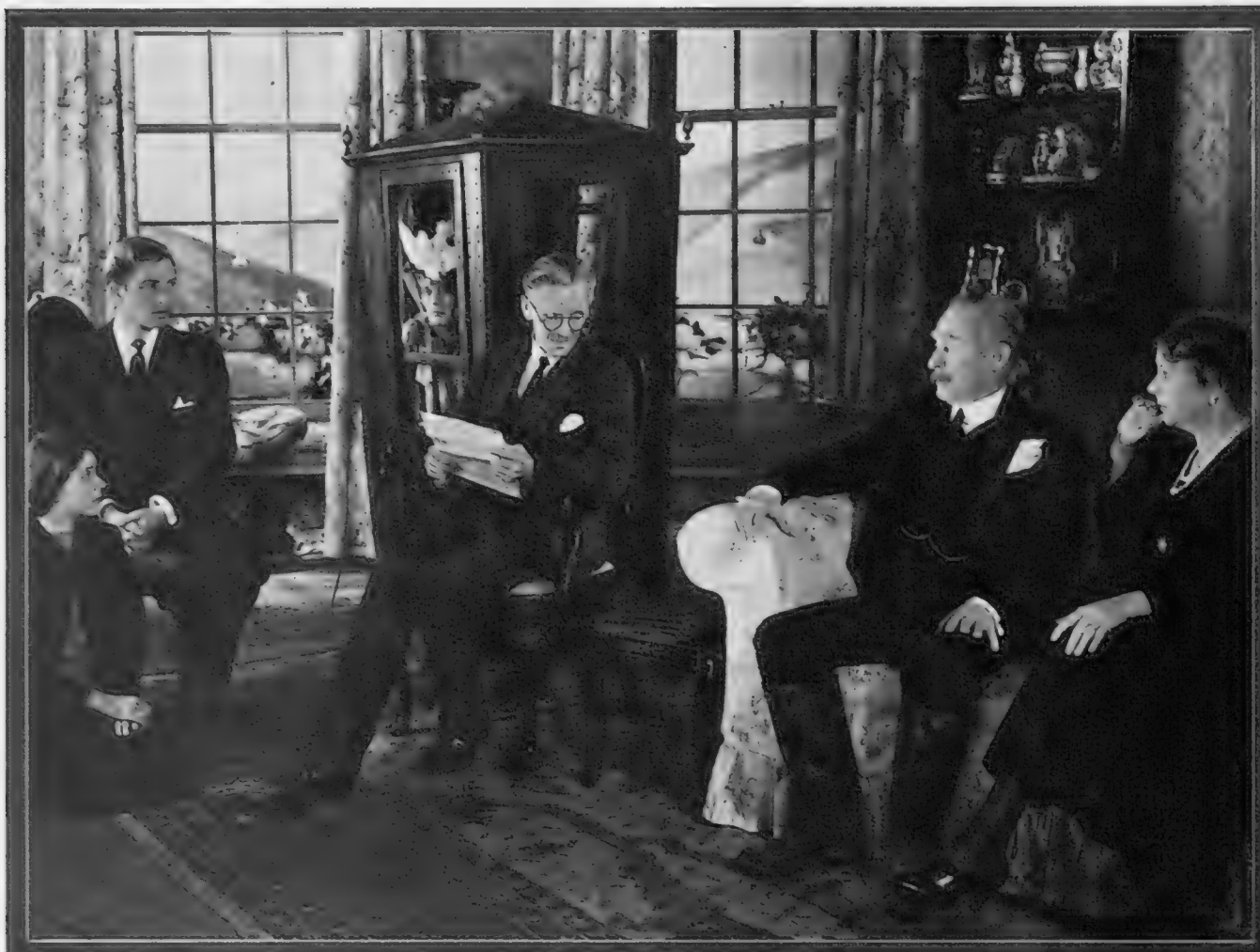
THE ENTHRONEMENT OF THE NINETY-SEVENTH BISHOP OF LLANDAFF AS THE FOURTH ARCHBISHOP OF WALES: This was the scene within the bomb-damaged Cathedral of Llandaff, near Cardiff, as Dr. John Morgan took his seat in the archiepiscopal chair, having been led thither by the Mandatory, the Bishop of St. David's. Dr. Morgan has been elected Archbishop in succession to Dr. D. L. Prosser, who resigned earlier this year. The new Archbishop, who is sixty-three, was born at Llandudno, where both he and his father before him served as rectors of the parish. A former chorister at Llandaff Cathedral, he graduated at Hertford College, Oxford, and received his theological training at Cuddesdon. Ten years ago Dr. John Morgan was translated from Swansea to Llandaff

AN ARCHBISHOP ENTHRONED IN A RUINED CATHEDRAL

Dr. John Morgan Becomes Fourth Archbishop of Wales

KISSING THE BIBLE DURING THE ENTHRONEMENT CEREMONY: The new Archbishop in his bomb-damaged Cathedral at Llandaff. In spite of a large green awning which stretched over the roofless nave, water glistened on the grey inner walls of the Cathedral during the ceremony

ENTHRONED FOURTH ARCHBISHOP OF WALES: The new head of the Disestablished Church, The Most Rev. John Morgan, seen in the Cathedral at Llandaff, where he served as a chorister in his youth. The new Archbishop took the oath of loyalty in Welsh



IRISH ECCENTRICS and MURITANIAN ROMANTICS

Treasure Hunt at the Apollo Theatre and *King's Rhapsody* at the Palace Theatre

Eleven years ago, M. J. Farrell and John Perry wrote a comedy about a crazy Irish family called *Spring Meeting*. It had a great success, one that has now been followed with their second play *Treasure Hunt*. It, too, concerns an impoverished Irish family living in a house the upkeep of which is beyond their means. The late master has died leaving several bequests, but no money with which to fulfil them. The young people face the facts and plan to take paying guests until the farm has been put on a sound basis. The older generation oppose them from the first and try to get rid of the guests when they arrive. The simple story is fantasticated by the presence of Aunt Anna Rose—a great and very Irish eccentric. Dame Sybil Thorndike proves again her great talent for comedy in her creation of the part.

READING THE WILL: The scene in the first Act of M. J. Farrell and John Perry's comedy "Treasure Hunt" at the Apollo Theatre, when the lawyer reveals that there is no money left to fulfil the bequests of the late master of Ballyroden. Left to right are Anne Leon, Terence Longdon, Dame Sybil Thorndike (in the Sedan chair); Richard Wordsworth as the lawyer, Alan Webb and Marie Löhr

TROUBLE OVER THE P.G.s.: The younger generation, played by Anne Leon and Terence Longdon, try to solve the economic situation by taking in P.G.s. But Uncle Hercules and Aunt Consuelo do their utmost to spoil the scheme

THE TREASURE HUNT: Aunt Anna Rose (Dame Sybil Thorndike) inherited valuable rubies from her marriage, but they have been lost for fifty years. The play ends with an hilarious hunt for the jewels which will save the house of Ryall

AUNT ANNA ROSE MAKES A TRUNK CALL: Dame Sybil Thorndike plays the eccentric old aunt who spends most of her day in her Sedan chair in which she makes imaginary journeys all over the world. On arrival, she puts through a trunk call to the telephone extension at the other end of the room

THE BIRTHDAY OF THE SNOW PRINCESS : The first scene in Ivor Novello's latest musical comedy "King's Rhapsody" at the Palace Theatre. *On the right* **: The fifty-six-year-old author, composer and leading player congratulates his leading lady, Vanessa Lee, in her dressing-room after the first night. In his lavish new musical show, Ivor Novello plays the King of Murania, a middle-aged monarch, who has to decide between Queen and mistress**

Ivor Novello's last musical comedy—*Perchance to Dream*—ran for two years at the London Hippodrome. His latest, *King's Rhapsody*, is even more lavish—a skilful blend of all the most popular ingredients that have made his shows box-office certainties. The story is of a King who has lived in exile with his mistress for twenty years. To save the throne, he marries a Snow Princess, and, although marrying for reasons of State, he discovers, by the end of Act II, that he loves her. They do not, however, live happily ever after, for King Nikki is deposed and goes back to his ex-mistress, while his Queen stays in Murania as Regent for her young son. Phyllis Dare plays the ex-mistress and Zena Dare, the Queen-Mother. The show is directed by Murray Macdonald, but words, music and King Nikki are by Ivor Novello. This Muritanian romance was received with condescension by most of the critics, but that its romantic story, attractive music and lavish setting ensure its success none denied

KING NIKKI OF MURANIA ANNOUNCES HIS ENGAGEMENT TO PRINCESS CHRISTIANE in the ballroom of the Royal Palace at Bledz : In the centre of the picture are : Robert Andrews, Olive Gilbert, Ivor Novello, Zena Dare, Phyllis Dare and twenty-eight-year-old Vanessa Lee, who made a big personal success on the first night

HOME NEWS IN PICTURES

A GOODS TRAIN CRASHES AT KING'S CROSS GOODS STATION: Twelve wagons were derailed at the Goods and Mineral Box catch points on Monday of last week at 9 a.m. The goods train, comprising thirty-seven wagons, was travelling between St. Pancras and King's Cross. Firemen were called as a precautionary measure, because spirit tankers were involved, as may be seen in the picture *on the left*. The engine was derailed and turned on its side, but the driver, F. Smuggs, and the fireman jumped clear just before the crash and escaped unhurt. The only injury was to the guard, who sustained a slight cut on the hand

THE "VIKING ENTERPRISE" ATTRACTS THE GULLS AT ABERDEEN: A picturesque scene in the Granite City. Aberdeen fishermen have had the worst season in living memory. The herring fishermen of North-East Scotland are preparing for the opening of the East Anglian season, when they hope to recoup some of their heavy losses of the past summer. Sir Frederick Bell, chairman of the Herring Industry Board, speaking at a Press conference, said the Scottish herring season, lasting from May to August, had been a disastrous one, although all arrangements were made to ensure maximum curing, freezing and canning, and the fishermen fished to capacity. Unfortunately, the herring did not appear in the quantities hoped for and, in the early part of the season, the quality was far below normal. Deckhands earned little more than the £2 a week guaranteed them over the period of three months. In the Lerwick, Peterhead, Fraserburgh and Minch areas, the total catch was 270,000 crans, compared with 476,000 last year. This represented £935,000 as against £1,676,000

THE CABBAGE-PLANTING MACHINE: The machine illustrated in the above two pictures can plant cabbages at the rate of 12,000 an hour. It plants six rows at a time with the aid of a crew of six. *Top picture*—A party of Dutch growers, on a visit to this country to study British agricultural methods, watch the machine at work at Messrs. J. F. Bomford's ground at Fladbury. *Above*—A rear view of the machine. The cabbages are fed to the workers seated in the rear of the machine

GIFTS TO THE ZOO FROM KENYA : Two of the three Watussi cattle, presented to the London Zoo by the native King of Ankole, arrived at the Royal Albert Docks on board the "Drakensberg Castle." They were among a consignment of fifty-three animals, including giraffes, gazelles, cheetahs, a lynx, buffaloes, bush babies and snakes sent as a gift by planters and other residents in Kenya. Reginald Bloom, a twenty-seven-year-old ex-naval officer, was commissioned by the Zoo to collect the animals. He covered over 18,000 miles by car and truck

A CASE OF GIRAFFES : Seven giraffes were among the consignment of animals for the Zoo from Mombasa. A day out of Port Said, the giraffes' cages were smashed in a storm and they had to be tethered on deck in an improvised pen

A ROMAN CATHOLIC PILGRIMAGE IN CANTERBURY : Archbishop Amigo conducts the service, while the replica of the Cross rests against the platform. Thousands of Roman Catholics from London and the Southern Counties of England took part in the pilgrimage of the Knights of St. Columba to Canterbury. They assembled at Forty Acres in Canterbury, the beginning of the "penitential mile" to the Cathedral. Relics of St. Thomas à Becket were carried at the head of the procession. A temporary altar was erected for the occasion at Dane John Gardens, and Pontifical Benediction was given by Archbishop Amigo, the Roman Catholic Bishop of Southwark

A CEREMONY RE-ENACTED AFTER FORTY-FIVE YEARS : Sir Claude James, Tasmania's Agent-General in London, visited the York Street School in Devonport, Devon, in 1904 to present a flag from a school in Devonport, Tasmania. The flag was destroyed during the blitz and, last week, Sir Claude presented a new flag, bought by funds subscribed by the pupils of the school in Tasmania. Sir Claude James was formerly City Treasurer and Accountant of Launceston, Tasmania, and he is a member of the Tasmanian Executive Council

SIR GARRARD TYRWHITT-DRAKE FEEDS HIS CREAM PONIES AT COBTREE MANOR, MAIDSTONE : There are thirty-five of these ponies, all descended from a stallion which Queen Victoria used in her pony chaise. Sir Garrard Tyrwhitt-Drake, who breeds the delightful cream ponies, has had ill-luck with the famous 16-hand Royal cream horses, predecessors of the Windsor Greys. The Royal cream horses were introduced from Spain by George I. King George V decided to give them up in 1921 and presented three to Sir Garrard, who bought four more and, at one time, had sixteen. But the horses were already very imbred and did not breed freely. Wartime feeding made further difficulties, and the last stallion went blind in 1947. Now the last mare has had to be put down. The Royal creams were the colour of milk, had blue eyes, pink skins and coffee-coloured manes and tails. Napoleon made a triumphant entry into Paris in a carriage drawn by creams or "café-au-laits"

AMERICAN-STYLE TROTTING IN ENGLAND : A practice run at the Longfield Track at Orpington. The "sulky" is now made of tubular steel, unlike the hickory vehicle of the pre-war days at Greenford and Manchester. The leading jockey is still Jimmy Stockton, who, at sixty-one, has been at the game for forty years. He is coaching a twenty-one-year-old Orpington girl, Mary Bardon, who claims to be the only woman jockey in the country

PIPE-LINES TO PROSPERITY

Devaluation and the World Oil Situation

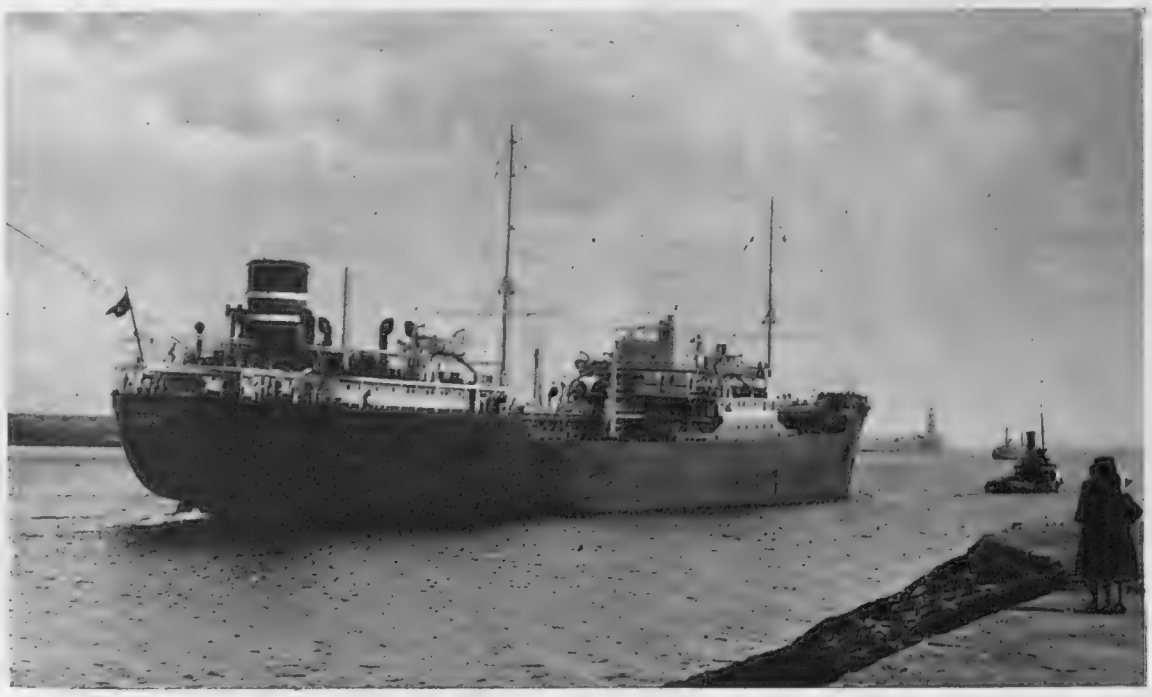
By CHARLES GRAVES

AMONG the countless commodities affected by the devaluation of the pound, oil and petrol are among the most important. For over 40 per cent. of the oil or petrol supplied in this country comes from the United States or oil companies controlled by American interests. At the moment it is considered unlikely that any changes in price will be announced before Christmas. But that is not far away. The simple facts are that the British Commonwealth itself produces less than 7,500,000 metric tons of crude oil per annum, of which Trinidad and Borneo produce nearly 6,000,000; which is not very much when one realises that the United Kingdom alone needs 16,000,000 tons for itself, another 30,000,000 for the rest of the Commonwealth, and still more millions for the countries in the sterling bloc whom we have guaranteed a reasonable supply of crude oil. Against this, however, the oil production of British-owned or partly British-owned companies in the Middle East and Venezuela aggregates another 61,000,000 metric tons of crude oil. So, on the face of it, it seems absurd that Great Britain should be compelled on behalf of the Commonwealth to import 40 per cent. of our oil from the United States or U.S.-owned companies. The answer is that oil is, unfortunately, found in places which are geographically awkward. It is for this reason that it is actually cheaper for us to send our oil from Abadan, in the Persian Gulf, to Australia, New Zealand and South Africa—and import "dollar" oil from the United States by the short haul across the Atlantic for us and Western Europe, to whom we are committed by the sterling bloc arrangement made some years ago.

In the meantime, a complete reversal of pre-war planning has taken place with regard to the siting of oil refineries. In 1939, oil companies turned their crude oil into petrol as near as possible to the oilfields—Abadan in the case of the Anglo-Iranian Oilfields, and Aruba or Curaçao in the case of Venezuela. To-day it has been decided that it is far better to build refineries in the country of consumption, because it is cheaper to buy crude oil than petrol, and it is also cheaper to haul it in its crude state in "black oil" or "dirty" tankers instead of in the latest tankers, which cost fortunes to build and a fortune merely to lease from the United States or Norway. "Dirty" tankers are available in considerable numbers and cost far less to operate. Any quantity of dollars are therefore being saved by this change of thought, which, however, is only made practical by building refineries to do the job on the spot. In Great Britain there are six of them: at Shellhaven, Stanlow (in Cheshire), Llandarcy (in South Wales), Grangemouth (in Scotland), Partington (near Manchester) and Fawley. Stanlow opened last month and Partington at the beginning of the year. Shellhaven, Llandarcy and Grangemouth are already in operation, but are being extended and accelerated. Fawley (held up by the Town and Country Planning) is still in the constructional stage. Another advantage of oil refineries on the spot is that there are several valuable chemical by-products which can form a new industry in themselves. These include detergents, glycerine, paint and cellulose which might otherwise have to be imported from the United States. By the end of this year the United Kingdom refining capacity will have increased from the 1947 level of 2,500,000 tons to 10,000,000—a figure which should be doubled within the next three years.

In France, oil refining is going full-out, and is already above its pre-war figures. Holland, Italy, the Free Territory of Trieste, Belgium and Germany are also going ahead rapidly. Plans have even been made for Spain to set up oil refineries, so that the amount of petrol imported from the United States will be reduced to an absolute minimum. Even before the devaluation of the pound, American oil companies were getting scared about all this, and pressure has been put on the representatives of E.C.A. (part of the Marshall Plan) by Members of Congress to cut down their oil refinery programme in Western Europe. Not that there was any risk of European petrol being imported into the U.S., but there was the distinct danger that the American oil companies might lose their petrol market over here. Great Britain's recent deal with the Argentine whereby we supply them *via* our British-controlled oil companies in Venezuela with 160,000 barrels of oil daily in return for meat and grain has caused particularly loud moans from American oil interests. Western Europe, however (and this includes Great Britain) will never have an adequate supply of oil, and therefore petrol, until the pipe-lines are completed from Kirkuk to Haifa and Tripoli (Syria). There has been a 12-in. oil-line operating since 1931. This has now been increased by an oil-line of 16-in. diameter as far as Tripoli, but not as far as Haifa. A 30-in. oil-line was planned to be ready in 1952, but will certainly not be ready by then, owing to the creation of the new State of Israel. There is also a trans-Arabian line going across Saudi-Arabia which is temporarily, if not permanently, stuck in the depths of Syria because the new Syrian Government is wanting so much gold for the licence to proceed

NEW WEALTH FROM THE COLORADO: Perched on this steep escarpment, 8,200 ft. above sea-level and 3,000 ft. above the floor of the Colorado River Valley at Rifle, Colorado, are the entrances to the workings developed by the U.S. Bureau of Mines, and from which it is believed millions of barrels of oil will be released. By reducing the costs of mining the shale and improving the extraction process, this experimental work at Rifle may assure America's petrol supplies for centuries to come



JOINING BRITAIN'S TANKER FLEET: Leaving the Tyne on trials is the "British Resource," a new oil tanker built by Hawthorn Leslie, of Hebburn. This vessel was the first of two 16,000-ton oil tankers which Tyne shipyards have just handed over to the British Tanker Company to bring much-needed supplies to this country. The other is the "British Freedom," built by Swan Hunter's, of Wallsend

that even the Americans consider the price too high. Other oil-lines which should have been in production by 1953 have not even started, owing to local unrest and the greed of local sheiks for royalties out of all proportion to the facilities required. If and when these oil-lines are completed, vast quantities of oil, easily refinable into petrol, will flow to the Mediterranean seaboard, which is only a short haul to Great Britain, France and Italy. Incidentally, these oil-wells in the Middle East produce on an average a ratio of 5,000 barrels a day per well, compared with 12 in the United States and 164 in Venezuela. So once the tap is turned on, the potentialities for Europe are enormous. Moreover, untapped resources in the Middle East are fantastically greater than those of the United States, which are situated primarily in Texas and Louisiana. All of which adds up to this: If the United States Government does not clamp down on the E.C.A. oil refinery expansion scheme and/or impose some ludicrous tariff on oil or petrol imported from the sterling bloc, it should be possible for us to gain a market in the dollar countries themselves by 1953. (This actually happened in 1947 during the bitter winter, when lack of distribution from Texas to the East Coast of the United States caused the temporary phenomenon of British oil and petrol being sold in the United States.) By which time petrol rationing in this country should have ceased summarily. In the meantime, the heads of the British, Dutch and American oil companies are finding themselves held up to ransom by the local chieftains and Governments in the Middle East, who hawk slabs of territory at fantastic prices in addition to their demand for enormous annual royalties.

Reverting to the devaluation of the pound, the need to increase supplies of "sterling" oil does not consist solely in the avoidance of dollar expenditure. "Sterling" oil is sold to an appreciable extent in dollar-tied markets, and the plans for expansion of the "sterling" companies are typical of the whole oil industry, which had already boosted the world's oil production from 356,000,000 tons in 1945 to 470,000,000 tons in 1948. As far as this country is concerned, however, it is essential that the new pipelines to the Mediterranean are brought into operation at the earliest possible moment. Events in Palestine have brought these vital operations almost to a standstill and have actually stopped the flow of oil from Kirkuk to Haifa, where 2,000,000 tons of sorely-needed petrol were being produced every year. But even if the Jews allowed the Haifa refineries to be operated and expanded, it would still be necessary to persuade the Arabs and Syrians to pump oil down the Jewish part of the line. At the moment the Arabs are cutting off their noses to spite their faces.

This is unfortunate, because oil economists estimate that the world's daily consumption is expected to rise from 9,500,000 barrels in 1947 to 12,000,000 barrels in 1952, so the industry must find that extra 2,500,000 barrels a day within the next three years. The sixteen Marshall Plan nations alone are already consuming 900,000 barrels a day, an increase of nearly half over 1938. And this total will grow to about 1,250,000 barrels a day by 1952, when it is estimated that about two-thirds of Europe's total requirements will come from the Middle East. This will involve a severe distribution problem. The sea-route from the Persian Gulf to the Channel ports is 6,000 miles, expensive but feasible only as long as the demand can be kept within the available tanker capacity. Which is why the war scares and the strained politics in the Middle East have become such a headache to the planners of European recovery, and why, putting the situation at its best, the British motorist stands little chance of securing unrationed petrol for another three years.

In the meantime, the planned capital investment of the British oil companies is £8,000,000 overseas and £13,000,000 in Britain itself. All these new refineries and extensions of existing ones will not eat deep into our labour force.

FAREWELL TO THE "NELSON"

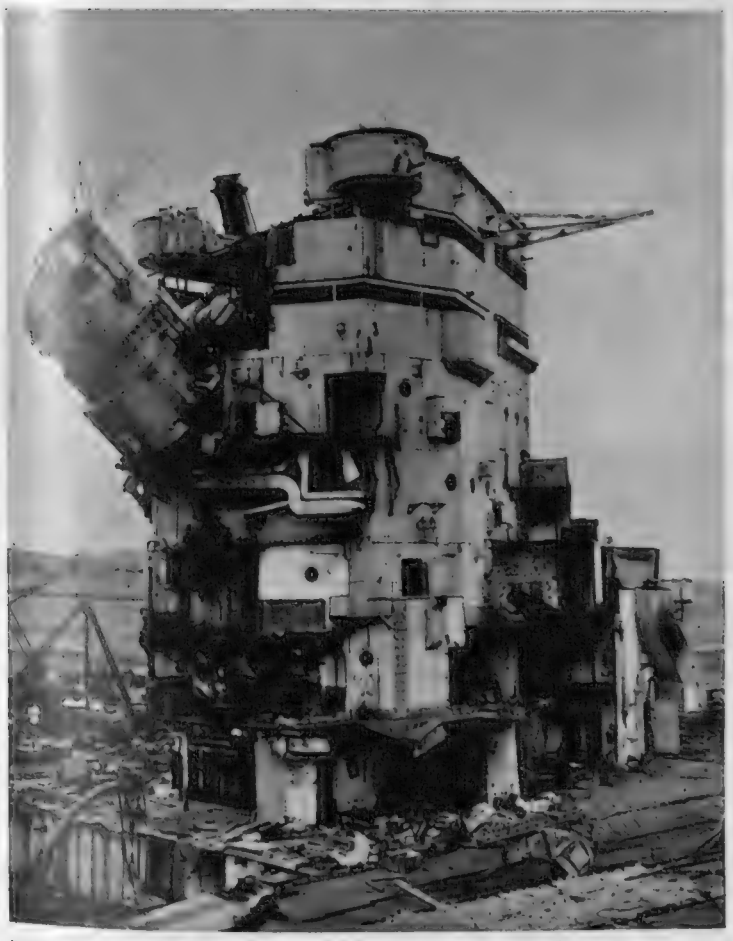
ONCE THE PRIDE OF THE ROYAL NAVY

Breaking-up the Battleship at Inverkeithing

To-day the once-proud battleship H.M.S. *Nelson*, on board which the Armistice with Italy was signed in September 1943, is being reduced to a mere hulk in the shipbreaking yards at Inverkeithing, on the Forth, and before many months are out there will be nothing left of her vast bulk. *Nelson* is one of the five capital ships which Britain decided to scrap in 1948 under the Admiralty's Naval Modification plans. The *Nelson* was launched in September 1925 and, like the *Queen Elizabeth*, she fought both in Home and Far Eastern waters during the Second World War. She escorted the Malta convoy of August 1942, in one of the darkest periods of the war in the Mediterranean, and subsequently took part in the African landings, the invasion of Sicily and Italy, and the operations against the Japanese off the Malayan Archipelago. The *Nelson* was really a reduced edition of the 48,000-ton battleships ordered in 1921 and later cancelled.

THE GLORY HAS DEPARTED: The deck of H.M.S. "Nelson" as it appears to-day, with the task of shipbreaking now well advanced. Teams of men operating oxy-acetylene cutting apparatus have bitten into vast areas of steelwork. The Inverkeithing yards, with "Nelson," "Rodney" and "Revenge" on hand, have work for many months

A SCENE OF DESOLATION BENEATH THE CONTROL TOWER OF H.M.S. "NELSON": Rapidly the superstructure of the old warship is being stripped in order to provide the vitally-needed raw material for Britain's steel industry



PART OF H.M.S. "NELSON'S" SUPERSTRUCTURE IS DISLODGED: A massive piece of steelwork falls to the deck after the oxy-acetylene cutters had done their work. Parts such as this are immediately lifted ashore by crane, where more cutters are used to continue the task

LOOKING ACROSS TO THE "NELSON" OVER THE 15-IN. FORWARD GUNS OF H.M.S. "REVENGE": In the background is one of the large cranes which are engaged in removing the steelwork

The World of Books—By VERNON FANE

PRIESTLEY AS AN ESSAYIST

"Delight" is One of the Best Books of His Career, But it May Offend the Mandarins

IF DELIGHT (Heinemann. 10s. 6d.) had been by Logan Pearsall Smith or George Saintsbury, or even by one of those leaders of literary fashion who achieve fame by producing a book once in twenty years, it assuredly would be being acclaimed on those esoteric planes encompassed by the middle pages of the literary weeklies, the largest slab of the one page devoted to books in the Sunday newspapers, and the famous middle article in *The Times Literary Supplement*. The surest road to recognition in contemporary English letters is either that you should produce very little and that not often, and, therefore, be easily classifiable, or that you should be over ninety.

Thus Mr. J. B. Priestley offends the mandarins upon all possible counts. He is only fifty-five (and *Delight* was published on his birthday), and he dares to lead the field as a dramatist, novelist, essayist, critic and broadcaster. He has even dared to overstep those marks and to have written the book of a modern English opera. No wonder he frightens the daylights out of the literary folk to the point where they feel they had better leave him alone.

Such criticism as I have seen of *Delight* mostly fastens—with delight—upon Mr. Priestley's confession that he has always been a grumbler. This is an easy enough line with Yorkshiremen in general, and with Mr. Priestley in particular, but you do not do much harm to a man who tells a story against himself by telling it back at him.

Delight is a book of essays, and it ought to be remembered, even in the squalid purlieus of Bloomsbury, that Mr. Priestley was an accomplished essayist before he was a novelist, and a poet even before that. As far as the grumbling stakes are concerned, Hazlitt could give Priestley every ounce of weight for age and leave him at the post, while Charles Lamb could, with terse remark, break up a party quicker than most men.

Mr. Priestley has, in *Delight*, written one of the best books of his career, and because it is a book of essays, it is not one to be taken from the lending library, but one to be bought, borrowed or stolen and added to the shelves of one's library where the classics are.

Similarly, Miss Rebecca West's THE MEANING OF TREASON (Macmillan. 18s.) is a book for the permanent shelves of any library. In a changing world words take on different shades of meaning, and the characters so brilliantly analysed by Miss Rebecca West in her reportings of these trials of assorted traitors were arraigned in different terms from those who, in the olden days, went into the Tower by way of the Traitors' Gate.

Even in these pages the meaning is marked by the dissimilarity of the crimes and characters involved, and perhaps the most subtle, interesting and painful of the lot is probably the Amery trial. Joyce, of course, overtops the lot, not only because he touched the lives of almost every living person in this island but also because the complexities of his character afford Miss West an opportunity for one of her most brilliant exercises in analytical reporting. At the hands of the historians, traitors are apt to acquire a faintly romantic air, and sometimes the suggestion of a martyr's crown. For all time Miss West has pinned this lot down, and it would be a bold man who dares challenge her now or in the future.

To celebrate the bi-centenary of Goethe's birth, eight distinguished scholars in this country, in Canada and in the United States have contributed a series of essays on different facets of the poet's life, and these have now been published under the title of ESSAYS ON GOETHE (Cassell. 16s.) and under the editorship of Dr. William Rose, whose own essay deals with Goethe's reputation in England during his lifetime. To English readers it is naturally this one which is of the greatest interest, particularly if they lack the background of specialised erudition which is necessary for the study of such chapters as Humphry Trevelyan's "Goethe as Thinker."

Goethe's fame in England began in 1779 with the translation of *Werther*, which became so popular that it was sold by pedlars as a chapbook, and his influence was felt by writers as different from each other as Carlyle and George Borrow. Sir Walter Scott helped to translate one of his plays, rather inadequately as it turned out, and "Monk" Lewis wrote to his mother from Weimar that he had been introduced to "M. de Goethe, the celebrated author of *Werter*, so you must not be surprised if I should shoot myself one of these mornings."

The publication of *Faust* produced strong reactions among the English, most of them unfavourable, though Coleridge was then said to have acknowledged the genius of Goethe "in a manner he never did before." Charles Lamb, who only knew the work in translation, thought it, "a disagreeable canting tale of seduction," whereas Wordsworth said that, though he had tried to read Goethe, he never could succeed.

THE DISRAELI HOUSE IN CURZON STREET IS UP FOR SALE: No. 19, where the great Statesman came to live in 1881 and where he died three months later. Disraeli bought the house with the proceeds of his last novel "Endymion," and it was from this house that he set out for the Lords to make his last memorable speeches in Parliament. In the closing days of Disraeli's life vast crowds gathered outside No. 19, and from every class of society came demonstrations of affection for the Conservative leader. At his express wish he was buried at Hughenden in his beloved Chilterns

THIS WAS A MAN (Hale. 15s.) is a biography of the Rev. E. V. Bligh, a son of the fifth Earl of Darnley. Dr. Esmé Wingfield-Stratford, himself a grandson, has drawn largely upon an autobiography, diaries and other papers left by this remarkable man who, in his time, was a diplomat, a parson of the militant Low Church school, and a squire who left his mark upon the Kentish countryside. The accounts of far-off battles and the strains and stresses of the social life of days not so far distant, make a pleasant soporific in these days, and one can get much enjoyment from a book like this.

Two works of fiction of exceptional quality stand out from this week's collection. In CHARACTER AND SITUATION (Collins. 8s. 6d.), Mr. Christopher Sykes describes the contents as "six comic stories." The author of *Four Studies in Loyalty* demonstrates once more his ability to portray character with all the meticulous brilliance of a painting by Canaletto. Nothing is left out. Even the minor characters are treated so thoroughly that at times the reader realises with a shock that in spite of the care bestowed upon them they have to drop into a minor role, in the situation which Mr. Sykes is seeking to present.

This is a technique difficult to encompass within the structure of the short story, but they are brilliantly executed and presage a great future for this author.

Similarly Miss Joyce Horner experiments with technique in THE GREYHOUND IN THE LEASH (Faber. 12s. 6d.). Her theme is based on a quotation from T. S. Eliot:

> "What might have been is an abstraction
> Remaining a perpetual possibility."

We are introduced to Evelina at a school speech day when the alternatives of her future life are made fairly clear. We are then told the story of what might have happened to Evelina in each of three "lives," together with a brief glimpse of a fourth, and the reader is left to judge of the actuality. It is a brilliant piece of work, beautifully and sensitively observed, and with a command of writing far above the average.

Satire, with its accompanying quirks and queernesses, is the purpose of the next two novels. In CONFERENCE AT COLD COMFORT FARM (Longmans. 7s. 6d.), Miss Stella Gibbons takes us right back once more to the scene of that rustic hurly-burly where the Starkadders flourished and "Robert Poste's Child" gave us the immortal line about there being something nasty in the woodshed. Upon a refurbished Cold Comfort Farm descends the International Thinkers Group and Miss Gibbons proves that she can have as much fun with them as she could with the whole tribe of Starkadders, old Adam Lambsbreath, and all.

On the other hand, MEMOIRS OF A SHY PORNOGRAPHER, by Kenneth Patchen (Grey Walls Press. 9s. 6d.), will be recognised to be a satire on the New York literary scene. Those acquainted with the manifestations of spectacular rises to American best-sellerdom and with the cant and jargon of tough American fiction, may struggle along with Mr. Patchen, and perhaps derive some amusement.

THE POE CENTENARY

The Anthology of a Tragic Genius

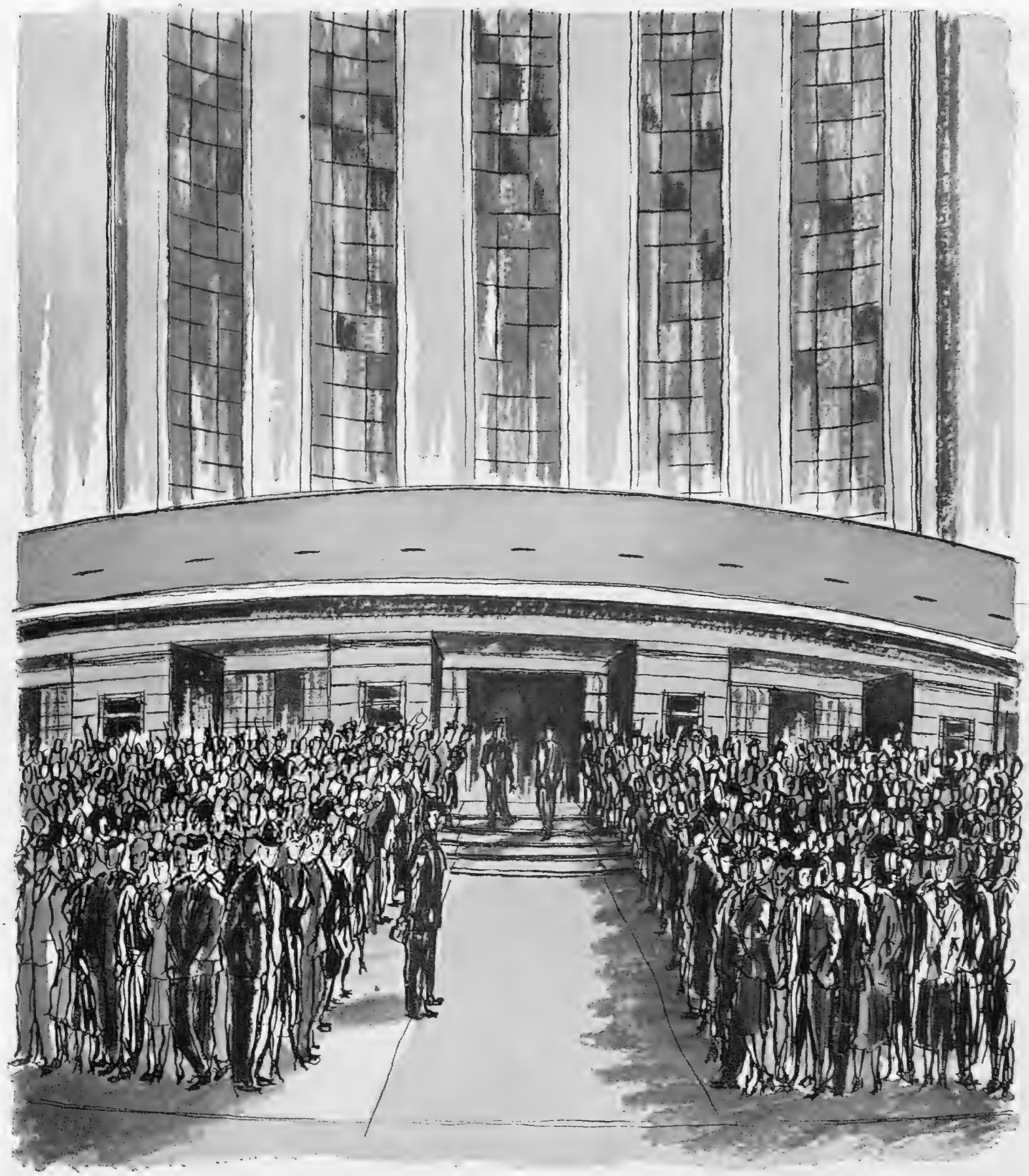
A writer whose successors include Dorothy Sayers (creator of Lord Peter Wimsey), Jules Verne (exponent of the scientific romance) and Stephane Mallarmé (the French poet and leader of the Symbolists), was nothing if not versatile. Edgar Allan Poe, the centenary of whose death is recalled this month, was in his own day supreme as an inventor of literary forms. He was an experimenter in the field of morbid psychology; his short stories were flawless in technique; his intellect and logic were of the keenest; and his versifying was of a quality that won the admiration of those two great lyric poets, Tennyson and Beaudelaire. As a critic, too, Poe showed a fine judgment, and this man of many talents, a martyr to melancholy, who freed himself from the everyday world with drugs and drink, was among the first to draw attention to the merits of Dickens, Tennyson and Hawthorne. In THE CENTENARY POE (Bodley Head. 15s.) Montagu Slater, making a selection totalling 300,000 words, has attempted to demonstrate Poe's many-sided genius, and he even includes the major part of *Eureka*, the work which Poe believed to be his masterpiece and some of his critics believed to be a symptom of his mental collapse. Mr. Slater's admirable introduction includes a short biography of Poe, the grandson of Quartermaster-General Poe of the War of Independence, whose ancestry positively dripped with respectability. Having lost both parents in infancy, Poe was brought up by John Allan, a Virginian tobacco merchant, whom he repaid with folly and ingratitude. Later, after contracting big card debts and being expelled from West Point, he was left to his own resources, and the rest of his life is one long story of unrelieved poverty and of slavery to drink and opium. Dominating Poe's tragic domestic life is the terrible figure of Maria Clemm, who, according to Mr. Slater, was a greater menace to Poe's well-being than "drink before breakfast, drink during breakfast or drink after breakfast." The oddest and most ironical incident in the nightmare of Poe's last days was the appearance of a backer for his paper, *The Stylus*. He bore the rather ludicrous name of Edward Horton Norton Patterson, and came more or less out of the blue, from the town of Oquaawkka, where, Patterson insisted, *The Stylus* was to be published. Poe, who was rapidly and, some said, deliberately drinking himself to death, having few moments of mental clarity, borrowed some money from Patterson, and apparently never saw him again. On October 9, 1849, the restless, ruthless, unhappy spirit passed on.

Ivor Thomas, M.P., born in the once-depressed coalfields of South Wales, a child of Socialism, a scholar who rose from the ranks in the Eastern Valleys, graduating to the West Mon School and to Magdalen, Oxford, where he won first-class honours in Mathematics and Literature, is to-day one of the most discussed young politicians at Westminster. Socialists might call him the Benedict Arnold of the party. In 1945 he was a Junior Minister in the Labour Government. To-day he takes the Conservative whip, and he is prospective Conservative candidate for Newport. The Welsh International cross-country runner of 1927 has travelled far and fast across rugged terrain. His latest book, THE SOCIALIST TRAGEDY (Latimer House. 10s. 6d.), not only sums up his new-found faith, but is intended to be an exposé of all that Socialism stands for. Mr. Thomas dedicates it "to all Social Democrats," in the hope that when confronted with the choice between Socialism and Democracy they will choose Democracy."

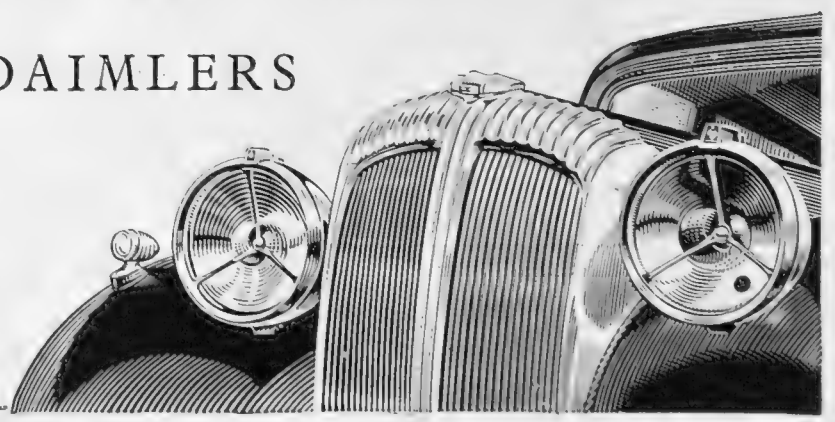
After England had put her own house in order by abolishing the slave trade, she set out with characteristic energy to suppress the foreign slave trade, a formidable undertaking requiring both naval and diplomatic pressure over the greater part of the nineteenth century. How she did it is told in detail by Christopher Lloyd in THE NAVY AND THE SLAVE TRADE (Longmans. 21s.). It is a thorough, comprehensive and at times exciting account of the men who followed such officers as Owen and Moresby, and the twin lure of prize-money and patriotism. Another new naval book is Wilfred Granville's SEA SLANG OF THE TWENTIETH CENTURY (Winchester Publications. 8s. 6d.). He covers everything from the slang of the Royal Navy to the argot of the bargee, from Aberdeen cutlets to a "Yankee Dish-up."

A CALENDAR OF FOOD AND WINE (Faber and Faber, Ltd. 16s.), is compiled by Nell Heaton, whose skill in finding out-of-the-way recipes is well known, and André Simon, who as a lover of good wine needs no introduction. Each month in the year has a chapter on foods in season and how to prepare them, and with each chapter is a commentary on a particular type of wine.

In the latest addition to the "County Books," Norman Nicholson takes in one stride CUMBERLAND AND WESTMORLAND (Robert Hale. 15s.), and, being Cumberland born, with a strong attachment to the lakes and fells, he writes with enthusiasm and deep feeling. In much the same vein W. H. Potts presents ROAMING DOWN THE WYE (Hodder and Stoughton. 15s.). He describes the famed river from its source in Plynlimon to its junction with the Severn at Chepstow. The illustrations are first-rate, befitting a subject that lends itself to fine photography.



ON GREAT OCCASIONS ATTENTION
FOCUSES ON THE DAIMLERS



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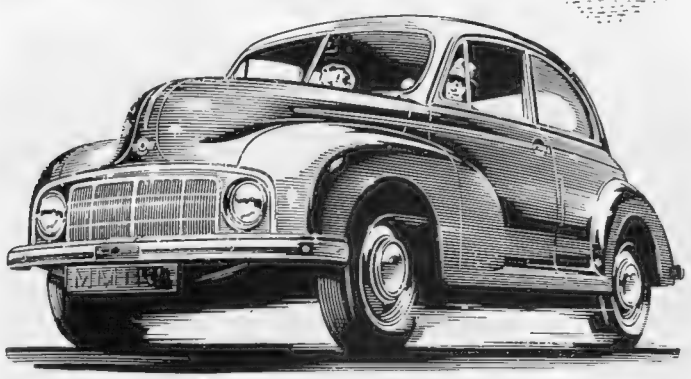

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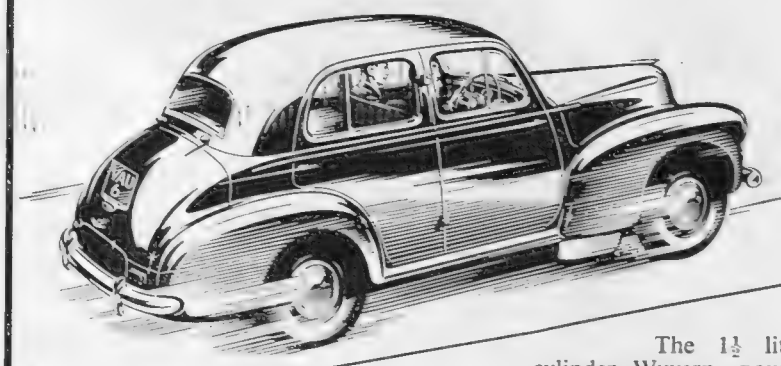
This year, Vauxhalls will be not only better but even more attractive. See them at Earls Court — Stand No. 148.



The 1½ litre 4-cylinder Wyvern now with leather upholstery costs £375 plus £104.18.4. P.T. The 2¼ litre 6-cylinder Velox costs £430 plus £120.3.11. P.T.

VAUXHALL

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Vide "The Motor" 22nd June, 1949

1½ litre Saloon £714. Purchase Tax £199 . 1 . 8
100 h.p. 2½ litre Saloon £958. Purchase Tax £266 . 17 . 2

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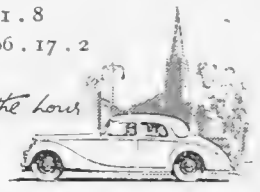

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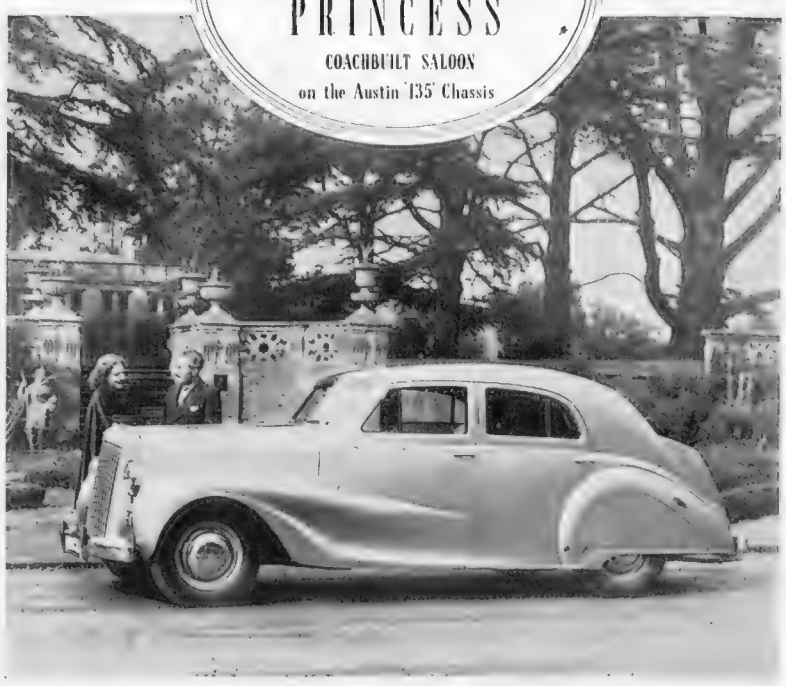

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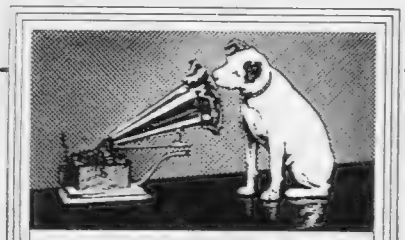

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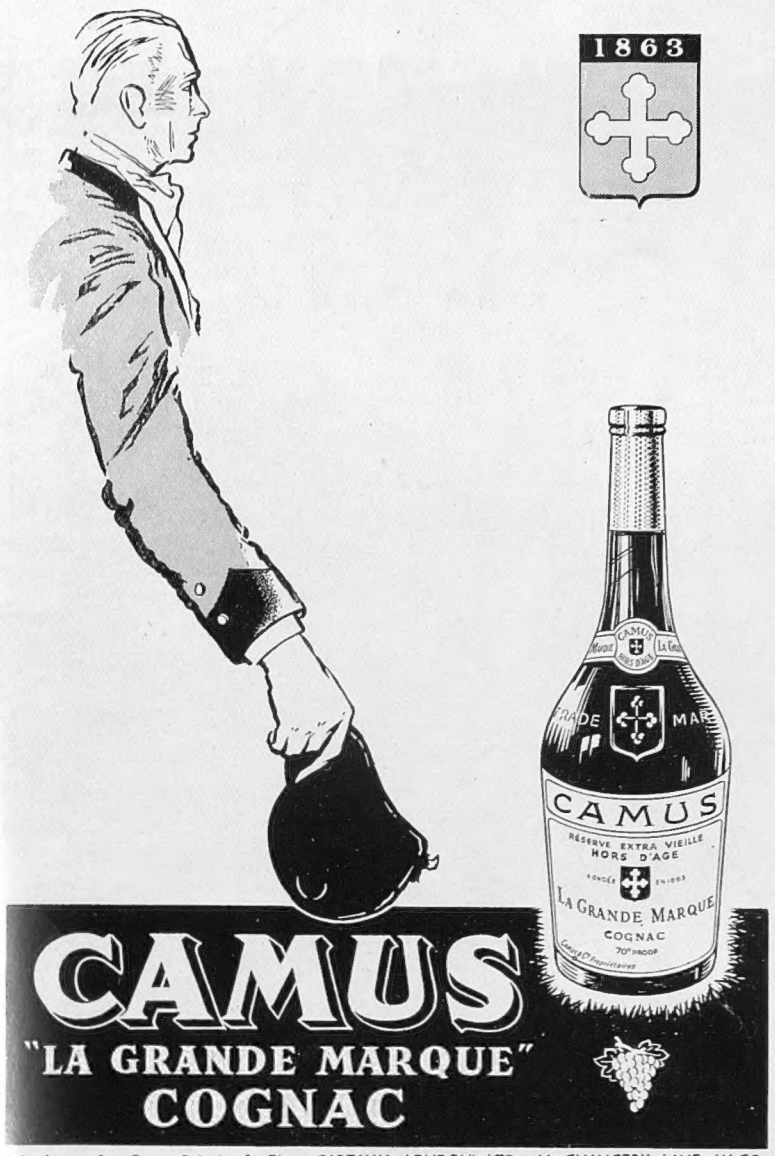

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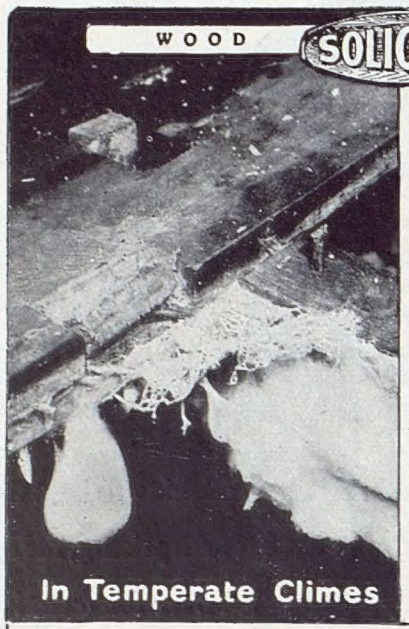

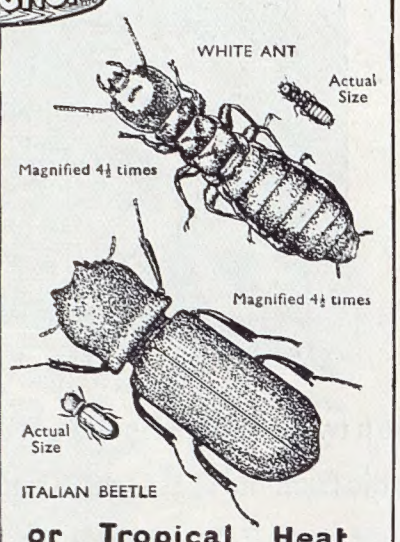

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